App. F. IX-4

1933.

File No. 38-33

Previous References
Hyd 56-28-1-11+17
" 36-32-1-6,9-10,11

Serial Nos. 1-9 & 12-13

Later References.
Hyd 46-35 (100-11)
R-T. 50-3)(1-2

PRESERVED

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. Eleven.

Part B for Nov '34

SUBJECT.

Motor road traffic and taxes bill

To

The P.S. to H.H.
Secys. to Govt.
Heads of Departts.
D.C's of Dists.
Comr.

WD 01965—GPB—15,0^m

No. 6-55 Laws dy 18-6-34

Passed and the repeal of the M.T.C.

Dr. Hyd Hyd
5.XII.34

Serial No.

The recommendations of the Mysore Motor Transport Committee.

Copies of Report have been furnished to the Revd L.S.G. Dn for taking action regarding the recommendations of the Committee on matters connected with the levy and collection of tolls - Provincial Municipal, as well as of Board, and the levy of local taxes on Motor Vehicles kept for use within Municipal limits & the provision of places for parking public vehicles and private cars.

Copies of the Report have also been sent to the Secy for Rys. The recommendations of the Committee in the matter of recognition of Rly Competition routes, affect the policy that was being adopted heretofore.

It is perhaps therefore necessary to invite the views of the Rly Depts.

The terms of reference are contained in the G.O. of May 1x.

Reference No 1 ; Conditions that have arisen through the very large development of motor bus & other Motor traffic on the roads of the State

NOTE—Contn. Sheet.

The committee are of opinion that the existing System in Mysore is in advance of many others, especially in respect of the levy of taxation on the mileage run, that the principal tax should be still on the mileage run of that the retention of the present rate of six pies a mile modified as indicated would leave the bus man a very substantial margin of profit.

Reference no 2 what would be a fair charge for the State to make for the use by bus owners, of the public roads

The Committee have held -

Mileage cess & tolls being accepted as part of the System to remains to build up round them a balanced Scheme of taxation which will be fair to all classes of vehicles.

They are agreeable the taxes which in their opinion are fair in proportions 4-1-6-4 5

Refer no (3) the best means of Co-o the public motor traffic with the Rly Co. preventing competition between services & the Rly & checking excessive competition between services themselves.

Serial No.

The Committee are of the following opinion.

When the road runs parallel & close to Railway the Railway may be given the option exclusively of running such services & the Controlling Authority may levy cess

Fares may include expenses which form leaders to the Railway when the Controlling Authority cannot secure independent licensees & run them

Cess roads that should accrue to the Railway, the Railway will not be given a monopoly but may be favourably considered on makers the selection of licensees

Refer No 4 The possibilities of introducing a system of limited monopoly

The Committee are not in favour of creating monopoly rights They are of opinion that competition must be in respect of efficiency of services

Refer No 5, Conditions regarding routes, time tables etc

The Committee recommend the creation of a Central Authority for dealing with these matters

Reference no 6 · Taxation of Lorries

The Committee recommend a complete change in the system of taxes and them are ~~[illegible]~~ detailed at pages 12 & 14 of the Report Vol I

Miscellaneous.

The Committee also recommend the raising of fees for drivers licenses and conductors passes

There are matters which can be placed before the R.A.T.C. by means of an amending Bill to the Hyderabad Motor Vehicles Regn or the introduction of a new measure on the lines of the Engd Road Traffic Act or the Madras Motor Vehicles Act. There are matters which require amendment of the Hyderabad Municipal Regn and the Octroi Boards Regn there are also matters which require modification of Toll Rules Lastly there are matters which can be remedied by amending the various rules under the Motor Vehicles Regn

Serial No.

The Committee reporting to the Rules in force in Mysore, recommend the Standard Rules drafted by the Standardization Committee of Bombay. The rules in force here are mostly on the lines of those drafted suggested by them and the revision of the rules prepared by the Motor Vehicles Rules Revision Committee are on the same lines. Amendments have been drafted and approved (vide file cited). The publication of the draft rules were held up on account of the Constitution of the Motor Transport Committee.

It is perhaps advantageous to embody into the draft amendments such of the recommendations of the Committee as may be approved by the Government as far as poss and avoid resort to legislation.

On the copy of the proposition herewith put up the notice to be taken by way of introducing legislation or amendment of any existing Rule is indicated for approval or other orders.

Serial No.

A Committee presided over by Sir Charles Todhunter was appointed in Government Order of 10th October 1932 to review not only the rates of taxation on motor buses but the entire system of transport by means of motor vehicles plying for hire. The Committee were requested to examine and favour Government with its suggestions on the following among other points:-

(1) The new conditions that have arisen through the very large development of motor bus and other motor traffic on the roads of the State.

(2) What would be a fair charge for the State to make for the use by bus owners of the public roads and for meeting the extra cost of road maintenance and improvement

(3) The best means of co-ordinating the public motor traffic with the railway traffic, preventing competition between motor services and the railways and checking excessive competition between different motor services using the same routes.

(4) The possibility of avoiding the losses that arise out of excessive competition and improving the services by substituting a system of limited monopoly fixed by tender or auction for the present system of taxation.

(5) The conditions of any such system as regards routes time-tables, fare-tables, condition of vehicles, qualifications of drivers and service generally, and

(6) The taxation of lorries, the means of distinguishing between public and private lorries and the conditions to be imposed in either case.

The Committee held 12 meetings and examined about 47 witnesses. They have also considered a large amount of literature regarding motor transport in other States and Provinces and the Committee had before them the report of Messrs. Mitchell and Kirkness regarding road and railway competition. The Committee submitted their report to Government in April 1933 just before Sir Mirza left for Europe. As the Committee observe the form in which the report is presented is rather unusual. What is presented

to Government is (1) a complete list of the propositions as finally arrived at (2) a copy of the notes on which the original proposals were based and (3) a copy of the proceedings of the Committee which explain the reasons why some of these were modified. It is from the propositions that the recommendations of the Committee have to be deduced.

First term of reference.

The Committee recognise that new conditions have arisen through the very large development of motor buses and other motor traffic on the roads of the State. They say that there is a tendency everywhere, with one or two exceptions, to a greater or less degree of State control, extending in extreme cases to complete socialisation. While recognising that the existing system in Mysore is in advance of many others especially in respect of levy of motor taxation on the mileage run, the Committee recommend that the system adopted under the English Road Traffic Act seems to be the best adopted to meet the difficulties that have arisen in Mysore. The important provisions of this Act are stated in Propositions 9, 10 and 11 of Volume I of the Report.

As regards the defects that have been noticed in the system now prevailing in Mysore, the Committee observe that they are due not so much to the rules themselves but to the way in which they have been administered. It is pointed out that the absence of co-ordination of policy of District authorities is particularly noticeable. The Committee therefore recommend as a first condition of the improvement of th

erial No.

the appointment of a central authority which should lay down complete conditions governing fares, time-tables, number of vehicles to be run, nature of the vehicles to be used, rates of wages and hours of work, and other matters. The composition of this central authority or the Traffic Board, as the Committee calls it, is discussed in detail in Para 254 of Vol.II of the Report.

Second term of reference.

This relates to taxation. The Committee estimate the average earnings of a motor bus at 6 annas 8 pies per mile. They calculate the total cost per mile excluding taxes and tolls to be 4 annas 5 pies per mile. The Committee therefore observe "It would appear to be safe to assume that in the case of a service that is reasonably new and in which there is no rate cutting, there is usually a surplus of 2 annas 3 pies per bus per mile. If 3 pies of this is set aside for profit there is 2 annas left out of which taxes can be met".

The principal tax recommended is on the mileage run. The Committee also recommends the retention of tolls though they say that tolls are an unsound method of taxation. They however recommend that buses which pay mileage cess should be exempt from tolls. As regards the working of the toll-gates the Committee observe that it is desirable to remove multiplicity of authorities and they therefore recommend that the entire business of toll-gates should be conducted by Government staff under the control of one traffic authority. As regards the rates of toll and the exemptions, the recommendations of the Committee are contained in Proposition 35.

Mileage cess and tolls being accepted as part of the system the Committee have attempted to build up round them a balanced ---------- scheme of taxation fair to all classes of vehicles. They observe that the general tendency is towards adoption of a State or Provincial tax on the basis of seating capacity, weight or area and that it is likely that reciprocity will in future depend on payment of this tax, and that it is therefore desirable that it should form a part of the system. The taxation proposals of the Committee are contained in Propositions 41-44.

Third term of reference.

This deals with the vexed question of road-rail competition. The Committee consider that the only logical solution when the road runs parallel and close to the railways as in the case of routes from Bangalore to Chamarajanagar and from Bangalore to Chickballapur, is for the Railway Department to be given the exclusive option of running such services as the controlling authority may lay down. They recommend that on roads that short circuit the railway the railway need not be given the monopoly but may be favourably considered in making the selection of licencees. As to how far it is desirable and expedient for the State Railway in Mysore which is entirely under the control of a Department of Government to manage and conduct bus service within the State, is a point for consideration and orders.

Fourth term of reference.

This is as regards the possibility of avoiding losses that arise out of excessive competition and the method

Serial No.

of selecting licenses. The Committee having recommended a central authority suggest that a definite schedule of services should be framed and licensees in these services should be selected by such central authority, regard being had to certain important matters such as the solvency of the licensees, his ability to run a service in an efficient manner and other matters more fully mentioned in proposition 18 and in paras 96-98 of the notes forming Vol. II of the Report. A draft tender notice and a set of instructions to the selecting authority are given as Appendixes 6 and 7 in Vol. III of the Report.

Fifth term of reference.

This is as regards routes, time-tables, fare-tables, qualification of drivers and services generally. The Committee suggest that these are matters to be dealt with by the Traffic Board and the Traffic Manager who is to be the Secretary to such Board. For every district the Committee recommends a Traffic Inspector whose duty it is to supervise the toll-gates in his district and to see that the traffic staff under him does its duty properly. It would be also his duty to examine road statistics and to prepare proposals for extending or altering the service.

Sixth term of reference.

The taxation of lorries is dealt with in Proposition 14 - clause (iv). As regards the means of distinction between public and private lorries, the Committee while recognising that some differentiation is desirable, say that there are considerable difficulties. The matter is dealt with in para 173 of Vol. II of the Report and the

Committee recommend that the most satisfactory procedure is to charge an additional 50 per cent of the normal tax in the case of a lorry that is to be used on other business as well as that of its owner and to leave it to the licensing authority to see that no license is issued at the lower rate except on a satisfactory -- proof that the applicant has sufficient business of his own to justify the licensing of the number of lorries for which he applies for licenses.

As pointed out by the Committee it is evident that if the recommendations are accepted radical changes will needed which can only be enforced by a new regulation. Legislation will be required for instance, to provide for the vehicle tax to be made applicable throughout the for the imposition of a road tax and for the service tax that has been proposed in the case of vehicles that are let on hire. In respect of the public vehicles particularly the Committee think that it is advisable to ~~follow~~ borrow largely from the English Road Traffic Act. Amendments to the Municipal and District Boards regulations are also necessary.

Many of the minor recommendations of the Committee as regards the regulation of motor bus traffic, the method of licensing it and others can be dealt with under the present regulation itself by proper modification of the rules.

~~The Committee's report is herewith submitted for consideration and for orders as to the further action to be taken in the matter.~~

Mysore Transport Committee Rep

Serial No.

At the time the report was submitted that i.e., in April 1933, a conference to consider the Mitchell Kirkness report regarding Road Rail competition was announced to meet in Simla and further consideration of Sir Charles Todhunter Committee's report was therefore deferred. Mr. Hamilton and Mr. H. Rangachar, who were both on the Mysore Committee were deputed to Simla. Their reports are herewith linked. As Mr. Hamilton observes the resolutions of the Simla Conference are more limited in scope than the recommendations of the Mysore Committee and they therefore afford no guide to us, nor do they offer any obstructions to the pursuance of the policy recommended in Sir Charles Todhunter's report.

Mention has to be made of two other Committees, one regarding Toll Abolition presided over by Mr. S.r. Rajagopalachar and the other regarding Revision of Motor Vehicle Rules presided over by the then Law Secretary Mr. P. Mahadevayya. The files leading to their reports are also herewith linked. Further action on these two Committee's report was stayed pending the report of Sir Charles Todhunter's Committee.

This Committee's report is hereunder submitted for consideration and for orders as to the further action to be taken in the matter.

(Gen Secy)
First Member) ✓

22/6/33
26.6.33

This has to be dismissed as Correct.

26.6.33

OFFICE OF THE COUNCIL
FIRST MEETING
27 JUNE 1933
No. 1062

NOTE—Contn. Sheet.

WD 0246 -GPB—15,000—22-8-32

17/11

Action on Sir Charles Todhunter's Committee's report was deferred pending the result of the Simla Conference to which Mr Hamilton's report was deputed. It was especially intended to wait and see whether the Simla Conference would declare in favour of a policy of a uniform system of taxation of motor vehicles – From Mr Hamilton's report and the report published in newspapers it is clear that the policy of Mysore does not intend to ~~adopt~~ lay down a policy of uniformity. All that the Government is to introduce legislation to enable Railways to run motor services.

The recommendations of ~~the~~ the Todhunter Committee have now to be dealt with:–

(1) One of the important proposals is that the whole scheme of licensing of public motor vehicles should be under a central authority. I think this proposal might be accepted. See

Vide separate typed note

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

just

1) The first minister wants a copy of the Mysore Transport Committee report Vol I to be sent to each of the Deputy Com^rs + their opinions called for at an early date

2) Please put up file accordingly

sd/
17/11/33

TYPING SECTION
21. NOV. 1933
3-55 p.m.
GENL. & REV. SECTT.

3) Draft filed
Done
17/11
sd/K

4) Done
sd/
28/11/33

To the Dy Comrs of Dhs
No P 2372-9 dy 22-11-33
calling for their opinion on the general recommendations contained in the Mysore Transport Committee Report.

23 11 33.

TYPING SECTION
18. DEC. 1933
3-45 P.M.
GENL. & REV. SECTT.

5) Reminder sent as directed on 7th inst
Done
16/12

Issue Today
sd/
8/12

Issued 737-44 of 18.12.33

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

NOTE.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

Serial No.

From the Dy Mysore
No. S.Z. 634/33-34 dt. 9-12-33
submits his views on the general
recommendations contained in the
Report of the Mysore Motor Transport
Committee.

7 Subd for perusal Replies from
the other Dist Magistrates & Commrs. awaited.
Reminders have been sent on 18-12-33.

27/12 From the Dy Secy
No. T.69-34/24-12-33
States that he agrees with
the recommendations of the Committee
Subd for perusal

DEWAN'S MINUTE.

DEWAN'S OFFICE 26. DEC. 1933 6591

FILE No. 193

Motor Taxation Committee Report.

What has happened to it?

Only, it is time it was disposed of.

Ms
25-12-33

OFFICE OF THE FIRST MEMBER OF COUNCIL 27 DEC. 1933 No. 5027

DEWAN'S OFFICE 6144 27. DEC. 1933

26/12/33

XX

10 Please put up the replies so far received from the Districts.

11 Issued circular papers

27/12/33

12 Replies have been received from Kolar & Mysore. Dr was issued on 18th requesting Submission of the report by 31st Dec.

27/12

First member)

27/12/33

Red book from the members office as he is not in station

27/12

14 The file regarding the Committee's report has been submitted to the member and is under his consideration. As directed by him on 17.11.33, the opinions of the Districts have been called for on the recommendations of the Committee. Replies have so far been received from Kolar & Mysore and Reminders have issued to others to expedite their reports by the end of this month

Submitted for perusal

27/12/33

15 We must not allow Govt. affairs

General and Revenue Secretariat | File No. | of 193

Serial No.

& take Mr own time in answering Communcn from You.

16. Please put up a statement showing when delay has occurred in Mr proposal of his report.

Dm
27-12-33

6 28/12/33.

DM
28/12/33

Today

17 Please issue the D.O. R^V to all the D.Cs except Mysore & Kolar & Tumkur

DM
29/12

D.O. No. P 3062-67 & 1 29.12.33 to the Secretary of State thro Mysore & Kolar requesting them to forward their opinions at once

& Rc. subs as directed

DM
9/12 19 Please put up. Received from the D Hughes.

DM
5/1/34

T₂ M.C 130/33-34 & 1 3.1.1934

I am

Mr ... Nimoga to forwards his views on the

3490
3578
3616

18° Motor Transport Committee Report

File No. of 193 | General and Revenue Secretariat

on the recommendations of the Motor Transport Committee

20 sheets for perusal

21) Since P.A. to H.E. the Governor has written to say that a reply will be sent soon after the permanent D.C comes in the course of next week

Bangalore 6.1.34

21) Replies from Bangalore, Chitaldrug, Kadur & Tumkur are awaited.

Submitted for perusal of the Dewan's minute of 27.12.33 & for orders.

First Member) 6/1/34

22) I explained to the Dewan some days ago that when the D.C.'s were addressed and asked the views myself & others last, and that the consideration of the report could be expected after the opinions of the D.C.'s are received.

Now that seven of the Kadur D.C's have come, we must wait for the rest. Note I have put up a tabulated statement of the several opinions

6/1/34

2/1/34

Hon 3/2

+ But my precis

XX put 3/2

Reply has also been received from Chitaldrug. R's have already issued to Tumkur & Hassan,

OFFICE OF THE FIRST MEMBER OF COUNCIL
6 JAN. 1934
No. 5121

Serial No.

No T2-2694/33 Of 9.1.34

From

the Under Secy to

No T2-871/33-34 Of 13.1.34

From

the Bangalore Deputy Commissioner

on the recommendations of the Inspector Transport Commissioner

23) Secy for perusal the main file in which reply is to be sent the receipt (D 3616, dtd 17/1)

24) Does which Dcs have we not yet received their opinions?

18/1/34

Report are still due from Ds of Hassan, Tumkur and Chitaldrug.

Secy 27/1 Please put up Dos's

clear 27.1.34

subsequent a DO reminder

24 31/1 Issue 31/1/34

Issued vide P 3658-60 dt 31-1-34

The main file is before the first number.

4417 / 3867

File No. 38 of 1933. | General and Revenue Secretariat

Serial No.

This may also be sent back for placing this in the main file.

25) Replies received from the Collectors of Kadur & Bangalore are submitted for perusal

T. Member) MK 1/2/34

26) Please tabulate them as instructed on the ticket file.

by 1/2/34

MK 3/2

XX

MK 3/2/34

From the Dewan Bahadur

No. 6096-2-21.

Forwarded opinion on the General recommendations contained in the Mysore Inter-Provincial Committee Report.

No. 71 of 9/2 from D. Subbarayan Esq. furnishing his opinion.

27) The D. Subbarayan's agreement to all the suggestions of the Hon'ble Mr. Thomas & Mr. Mackenzie except

Sec 16/2

28) Board's Memo Statement

MK 7

CIPHER SECTION FILE No. 5883

TYPING SECTION 20. FEB. 1934 CENTRAL REGISTRY SECTION

Serial No.	
	Ly. Govt Establishment Secy (Hqrs)
	29) Secy 21/2
	30) Submitted with refce to paras 22 and 26 Supra.
	First Member 22/2/22.

OFFICE OF THE
6518

4727/33 22

REPLY

(To be written on this margin.)

IMMEDIATE

OFFICE OF THE
FIRST MEMBER OF COUNCIL.

NOTE.

Dated....27th..February.....1934.

31) Please let me have a statement showing the existing rates of taxation under various heads (licence fee, permit fee, registration fee, etc.) on motor vehicles and drivers of motor vehicles:-

(1) Motor cycles;

(2) Motor cars:
(a) for private use;
(b) for hire;

(3) Motor lorries:
(a) for private use;
(b) for hire;

(4) Motor buses;

(5) Motor drivers:
(a) driving private cars;
(b) driving hired vehicles.

I should like to have this statement on the 1st March 1934.

(which of these annual and which paid once for all)

OFFICE OF THE
FIRST MEMBER OF COUNCIL
1 MAR 1934
No. 6727

General Secretary,
with compliments.

Legis

32) I request me have this Statement today by 2 Pm

1874 1/3/3

33 Such must be a Statement

See 1/3 34) A statement as the Treasury places is enclosed below

In April 1931 the Government appointed a Committee presided over by Mr. S.P. Rajagopalachari, then Revenue Commissioner, to consider whether it is desirable to abolish all tolls and local taxes on motor vehicles and if so how the consequent loss of revenue is to be made up for. The Committee's report was received in August 1931. Their main recommendations were as follows:-

(1) All tolls (Municipal, District fund and Provincial including Frontier toll gates) to be abolished, but provision to be made for levying tolls ad hoc where special facilities such as a bridge or a newly made road are provided; and that all Municipal taxation on motor vehicles be also abolished. The loss of revenue is estimated at Rs.6½ lakhs.

(2) This loss of revenue was proposed to be made up by the levy of a provincial tax on motor vehicles the tax on motor cycles and cars being at Rs.20 and Rs.60 per annum that on motor buses and taxis being on the basis of seating capacity at Rs.30 per seat and that on lorries on weight and ranging from Rs.300 to Rs.1,100.

(3) The local bodies to be compensated for loss of tolls and local taxes on motor vehicles on the basis of the average income for three years, and

(4) that necessary legislation be introduced.

As it was essential for the working of the new system that a similar policy and similar rates of taxation should be adopted in the C.& M.Station, a reference was made to the Residency who replied that similar legislation would be introduced in the C.& M.Station as regards motor vehicles, but that they proposed to retain the levy of tolls on bullock carts. District Boards and Municipal Councils were also consulted and a majority of them were generally in favour of the Committee's proposals though suggesting modifications and qualifications on certain points of detail.

Government after considering the report and the

Motor Vehicles Rules Revision Committee

various opinions were disposed to accept the principle of a provincial tax for motor vehicles, but considered that frontier toll gates should be maintained for the levy of tolls on carts especially those carrying heavy loads of timber and decided to double the tolls on such traffic and also to examine the question of abolishing tolls only in respect of motor traffic, but continuing the existing tolls on other vehicles.

Meantime, Government had passed orders on certain recommendations of a previous Committee (presided over by Mr.P.Mahadevayya) appointed in April 1930 to examine defects in the existing motor vehicles rules in certain respects. These orders included the enhancement of road mileage cess on motor buses plying for hire from July 1932. The enhancement of this levy led to much agitation on the part of bus owners, resulting in an organised strike from 1st October 1932. As a result of representations made by various representatives, Government in October 1932 appointed a Committee presided over by SirCharles Todhunter to examine the whole question of motor transport and make recommendations. Further action for the abolition of tolls and the levy of a provincial tax on motor vehicles was therefore deferred. The issue of orders on the remaining recommendations of the [Mahadevayya] Committee, relating to measures for preventing accidents, the ~~in~~ licensing of public service vehicles, duration of permits, insurance against third party risks, etc. was also deferred as these questions were expected to be covered by the Todhunter Committee. The latter Committee submitted its report in April 1933. The Government after a preliminary consideration of the report decided to await the outcome of the Simla Conference to which Mr. Hamilton, Inspector General of Police, was deputed to represent Mysore. Mr.Hamilton's report received in May 1933 showed that there was no chance of a uniform system of taxation being introduced in all Provinces and States and that interprovincial reciprocity would be a matter of agreement between provinces.

It was decided at the meeting of Deputy Commissioners and Heads of Departments held in Mysore last Dasara to obtain the opinions of the Deputy Commissioners of Districts on the recommendations of the Committee. These opinions have been received.

The Todhunter'x Committee's proposals are briefly explained below:-

I. Motor vehicles used for transport of passengers.(Motor buses).

The Committee propose that there should be adequate State control over the licensing of public service vehicles and the licensing authority should satisfy itself as to the suitability of the proposed route for the traffic, the extent to which the needs of the proposed route are already served, the extent to which the proposed service is desirable in the interest of the public, the co-ordination of all forms of passenger traffic including transport by rail, etc. The licensing authority should also see that the fares charged are reasonable and wasteful competition should be avoided.

These propositions have been adopted in principle in Mysore. The Deputy Commissioner who is the licensing authority has power to and in fact is expected to, consider all these points in granting licenses for public service vehicles. The Committee admits that the defects that have been noticed arise not so much out of the rules themselves, as out of the way in which they have been administered. It is stated that the grant of an excessive number of licenses has led to cut throat competition and widespread loss. The action latterly taken by Government to reduce the number of licenses and to insist on reasonable fares being charged has remedied matters to a great extent. But the Committee point out that there is an absence of co-ordination of the policy of district authorities. This leads up to the next important recommendation of the Committee which is -

that a central authority should be created with the designation of a Traffic Board, presided over by a Member of Council

and including as members the heads of certain departments (Police, Railways, Public Works Department, and Commerce) and non-official representatives of bus owners, the agricultural population, Chamber of Commerce, etc. Several of the Deputy Commissioners are not in favour of this proposal. The Deputy Commissioner of Bangalore says that the existing system is sufficient and that there is no lack of co-ordination. The Deputy Commissioner of Hassan says that problems of motor traffic should be decided by officers having local knowledge. The Deputy Commissioner of Mysore likewise says that the "selection of services and framing of time tables" should rest with the district officer, but a central authority may lay down conditions governing fares, number and nature of vehicles, etc. The Deputy Commissioners of Shimoga and Kadur have given expression to similar views. There is no doubt that no central authority can function effectively without the local knowledge and advice of the District officer and that under any system a great deal of power and responsibility will have to be delegated to the district officers. But subject to this, I think the creation of a central authority of the nature proposed by the Committee is essential. It involves the appointment of a whole-time Secretary and an adequate staff. I do not think that the proposal that the Board should be presided over by a Member of Council is suitable. One of the heads of departments, e.g., the Inspector General of Police, may be the President. Provision will accordingly should be made in the Regulation to be enacted, for the creation of a central authority and in the meantime, as soon as Government have taken decisions on the principal points involved, a special officer should be appointed to draft the bill and consolidate and amend the existing rules. Until a central authority is created, the existing system of licensing and control by Deputy Commissioners aided by local committees with Government as co-ordinating agency will have to continue.

(3) The principal tax levied on public service passenger

vehicles should be on the mileage run as at present and the rate proposed is six pies per mile. No extra charge is to be made in the case of services on roads which run parallel to railways or which short-circuit them, but the Railway Department may in the former class of cases be given the monopoly of running passenger buses. In this connection the Committee also propose that motor buses which pay mileage cess should be exempt from payment of tolls (or of a road tax in lieu thereof, -vide proposals below). The following remarks are offered on the Committee's proposals under this head:-

(a) The abolition of the system of extra road cess on railway competition routes and the grant of complete or partial monopoly to the Railway administration to run their own bus services is no doubt sound in principle. But it is doubtful whether the Mysore Railways can at present undertake to buy and put on the road a fleet of cars. To ensure that the receipts are brought to account and that there is no misuse or waste of consumable stores a large and well paid staff would be required for purposes of effective supervision and it is doubtful whether the benefit to the railway would be commensurate to the cost involved. [My opinion is] that the extra rate of cess should be abolished and that unnecessary competition should be avoided by strictly limiting the issue of permits for services parallel to the railway. Any such services allowed should only supplement and not compete with the railway services.

(b) The proposal that public service motor buses which pay road cess need not pay tolls (or provincial road tax in lieu of tolls) will not result in any material loss of income, since these buses will in addition to paying the mileage cess be also charged a service tax on seating capacity at Rs.30 per annum which is exactly the rate of provincial tax proposed by the Rajagopalachari Committee.

(4) In respect of public service vehicles, the Committee are of opinion that they should be compulsorily insured for third

party risks. This proposal was considered by the Mahadevayya Committee and was regarded as premature. This is also my view. Not many accidents to public service vehicles are being now reported in Mysore, and compulsory insurance which involves a pretty heavy payment by way of premium is likely to be regarded by bus owners as not justified by present conditions. Besides there are no motor insurance companies existing in Mysore.

II. T O L L S.

The Committee proposes the continuance of toll gates for the levy of tolls on (1) bullock carts, (2) cars, lorries, etc. belonging to residents in the State jurisdiction who elect not to pay a provincial road tax and (3) motor vehicles belonging to residents of the C.& M.Station, Madras, Coorg, etc. They also propose that all toll gates (except municipal toll gates, should be controlled by the same authority (Government) and that they should not be farmed.

(1) The abolition of toll gates is a very desirable measure and would be heartily welcomed by the entire public. It was strongly advocated by the Rajagopalachari Committee who proposed the levy of a provincial road tax instead, and the proposal was agreed to in principle by the Government in respect of motor vehicles. The Todhunter Committee on the other hand has shown that while the abolition of tolls is very desirable the levy of of a provincial road tax is fraught with exceptional difficulties in Mysore. Even if arrangements were made for subjecting every car entering the State from Madras Presidency and Coorg to examination for production of evidence of payment of the provincial road tax, the problem of the C.& M.Station seems at present almost insuperable difficulties. The C.& M.Station so long as it is under British jurisdiction is never likely to agree to hand over to Mysore the proceeds of any road tax levied in that area and unless this is done there is no justification to allow motor vehicles of the C.& M.Station to use our roads without subjecting them at least to the levy of tolls. The levy

In order that this object may be achieved it will be necessary to have a toll gate on every road leading out of Bangalore at say the 5th or 6th mile. The position of other toll gates will also have to be suitably shifted so as to maintain an average distance of about 30 miles on through routes. The frontier toll gates should also be shifted as near the Madras (or Coorg) boundary as possible.

III. Motor vehicle taxation.

The proposals of the Committee under this head are mostly contained in resolution 45. The main features are as follows:-

(i) that all vehicles should continue to pay the registration fee levied for the purpose of identification, -the fee to be paid once for all:

(ii) all motor cycles and motor cars should in addition, pay a provincial vehicle tax (on the same scale and in lieu of the existing city municipal vehicle tax), and in addition either pay tolls or have the option of paying a provincial road tax by way of composition for all tolls.

This proposal is reasonable, but I think it requires modification in one particular. The vehicle tax on cars of over 15 cwt. is Rs.30 and the proposed road tax is Rs.100, making a total of Rs.130 against Rs.60 proposed by the Rajagopalachari Committee and Rs.100 in operation in Madras. I think the road tax should be reduced to Rs.80 per annum in the case of cars of over 15 cwt and under 30 cwt. with corresponding reduction or increase in the case of vehicles of lower or higher weight;

(iii) motor cars licensed to ply for hire should pay in lieu of vehicle tax a tax on seating capacity at Rs.30 per seat and be liable to pay tolls or in lieu thereof the provincial road tax;

(iv) motor buses plying for hire on a fixed route in a rural area will pay a tax on seating capacity at Rs.30 per annum and also a mileage cess of 6 pies per mile and not be liable to pay

tolls. If running on special trips the mileage cess will be 9 pies. If plying for hire not on a fixed route in a rural area the tax will be Rs.30 a year per seat per annum plus tolls or road tax instead. These proposals appear to me to be suitable

(v) motor lorries should pay a road tax based on weight and kind of tyre and varying from Rs.120 for a lorry of which the weight is not more than 15 cwt. and is fitted with pneumatic tyres up to Rs.900 for lorry of 5 tons fitted with solid tyres with additional charge for trailers and an extra 50 per cent if used for hire purposes. These proposals are suitable.

IV. Railway cess.

The Committee also make an important recommendation in respect of the collection and application of railway cess by District Boards, viz., that the accumulated railway cess funds be utilised on a programme of new road works and the collection of cess discontinued except when it is necessary to meet existing obligations. The principle of using the interest on road cess accumulations for roads has already been accepted and has been embodied in the District Boards Regulation. The Committee's proposal is an extension of this and may, I think, be approved.

V. Reciprocity with Madras and Coorg.

The Committee suggest that reciprocal arrangements may be entered into with Madras and Coorg. Madras has come to an arrangement with Coorg on the basis of combined permits for the two administrations on payment of two-thirds of the combined tax. Madras has proposed that Madras residents may be given Mysore permit licenses (and exempt from Mysore tolls) on payment of two-thirds of the Mysore road tax, and Mysore residents similarly given Madras licenses on payment of two-thirds of the Madras tax. This may be agreed to after the Committee's proposals on the system of taxation are accepted

In the result, I am of opinion that the Committee's

proposals may be generally accepted except in regard to

(a) levy of tolls on bullock carts,

(b) Government management of all toll gates,

(c) compulsory insurance of public service vehicles for third party risks,

(d) the rate of road tax on motor vehicles which requires a reduction, and

(e) the Chairmanship of the Central ~~Traffic~~ Traffic Board being held by a Member of Council.

The Committee's report deals with a large number of other subsidiary points which are generally acceptable and would have to be incorporated into rules.

Serial No.

The above note was considered at a meeting between the Dewan and Members of Council and Sir Charles Todhunter. The following were he decisions:-

(1) The Central Traffic Authority to be created may for the present be presided over by the Inspector General of Police. (The Regulation to be pass will merely indicate that the chairman shall be appointed by Government)

(2) The Railway Department may run some motor bus services on roads parallel to railways or spur circuit them.

(3) Compulsory insurance of public service moto vehicles need not be insisted on at present.

(4) The proposals of the Committee in regard to levy of tolls on bullock carts may be included in the proposals to be laid before the Representative Assembly.

(4) Government management of toll gates need no be ruled out. A good many of the gates may be so managed instead of being farmed out.

(5) The maximum rate of provincial road tax on motor vehicles may be as proposed by the Committee (The actual rates to be imposed may if found neces sary be at the lower rates suggested in the above note).

(6) In regard to the proposed legislation the Motor Vehicles Regulation based on the Indian Moto Vehicles Act need not be amended. Proposals re taxation, central traffic authority, amendments of

Municipal and District Boards Regulation, etc., may go into another Regulation as in Madras

(7) Mr. H. Rangachar, District Traffic Superintendent, may be taken on special duty for a month or two (if he can be spared from the Railway Department) to help to draft the bill and prepare the draft rules.

further action may be taken accordingly.

Sd
14/4/34

14.4.34

387 Sm 15-11-2

Sd
11.10.34

4) Draft D.O. to the Secy, Rly Dept in pursuance of the file in which the notifn was sent has been read with orders & it is also linked for perusal

41) Perhaps the notifn in the Lic. and a.g.c. as ordered ~~in~~ in the draft thereon, have to issue after a reply is received from the

General and Revenue Secretariat | File No. | of 193

Serial No.

Ry Secy to the ~~D~~ letter now proposed to issue -

I member)

16/4/34

42) appt Retd Jamadar has the awarded by

46/41 on

17.4 Ho

43) X Issue today the letter to the Ryser one. 17.4

D.O. No. P487-C 17.4.34

No

Hon Secy to Govt Mys Rys States that it is proposed to place Mr. Rangachari on special duty for a few days of the weeks in the Secrett and enquiries his services may be spared.

44) No reply has yet been received made D.O. filed as directed

Box 22

45) Issued today 23/4

D. dtd 17.4.34 P.4809 dtd 23/4

TYPING SECTION * 23 APR. 1934 * GEN. REV. SEC.

NOTE—Contn. Sheet.

D.O. No 2057 of 23 4 34
from Mr Y.K. Dravida Chenchora Raj
States Head the Services
of Mys to Bangalore, with
his present at the disposal of
the Govt Secy to Govt from
1st May 1934

46) Submd with reference to para 42

47) The draft in the encircled file may
be revised & submitted here

MRK
24/4/34

48) For favour of approval

MRK
24/4/34

49) Ku
25/4/ or

Ans
27.4.34

50) Issue Today

MRK
27/4/3

Notifn P 4976 of 27.4.34
Mr. Compiler, Mys Gazette
Notifies Head Mr to Bangalore
D.T.: Mys Dys is placed on special
duty in the G.A.S for a period of
six months from 15th May 1934

OFFICE OF THE
FIRST ...
27 APR. 1934
No. 840D

erial No.

S1) Notifn has issued orders accordingly. Commissioner are solicited re the G.O

S2) When the Dr. T.C. was approached the expenditure on account of the Secy. and the Staff was charged to 24 A Communications, 4 A Motor Licence fees collection charges C vide G.O No. P.3216-19 Legl dt 26-3-20 & 10-12-32 May D)

S3) A draft G.O was submitted along with the Notifn on 14-4-34 and the same has also been approved. Submitted for orders

Done 30/4

S4) Before issuing the G.O, the P.W.D Secy has to be consulted, since the source for meeting the expenditure is '24 A Communications'.

TYPING SECTION. 3. MAY 1934 GENL. & R. IT.

G.O. no P5079-82 of 3.5.34
from Private Secy to H.E.
to Agent Mys Rys
" Comptroller
" Chief Engineer & Secy P.W.D.
Directs that sum of Rs. 2,000 be placed at Spl. disposal only to work out the recommendations of M.T.C. for a period of six months from 1.5.1934 and that he will be attached to the G.A.S. the expenditure being met out of 24 A Communications &c.

(5) The file may be sent to the Special Officer

5/5 (5a) It is perhaps necessary & desirable to issue a Govt order embodying the decisions arrived at the meeting held on the 13th in the Dewan's chamber & submitted for orders whether such a G.O. is to be issued now and if so whether the draft of it is to be prepared by the Special Officer or in the Secretariat. Submitted for orders.

Serial No.

60) A.G.O. enclosing the documents I think came from the Legislative Section

First Member — Can 7.5.34

61) Gs. a draft to myself — 1884 7/5

prepared in connection with this work

for perusal & return

Sp Officer work Comp[s] — 1884 9/5

Noted and returned

G/O Orders on the Report of the Inter Transport Conference

File No. of 193 . General and Revenue Secretariat

68) A draft G.O on the lines of the first member's minute and embodying the decisions arrived at the meeting of the 14th April is herewith put for approval & orders.

Gen Secy) 18/5/34
thro' Special Officer (Mr Ramachar)

69) 21/5/34

First Member.

21.5.34

To draft the report revised as instructed herewith & D.F.N.

23.5.34

71) The draft G.O is revised as instructed.

72) A draft final note is herewith submitted.

I Member) 28/5/34

73) Draft to be approved. Please submit to Executive Council

OFFICE OF THE FIRST MEMBER OF COUNCIL
22 MAY 1934
No. 910

OFFICE OF THE FIRST MEMBER OF COUNCIL
28 MAY 1934
930

All the papers are herewith approved. The draft G.O.

5718 47274/4

Draft G.O. on use re commercial taxis
after motor transport Committee

[App. F. III—2

DEWAN'S OFFICE
5 JUNE 1934
No. 7687

General and Revenue Secretariat

File No. of 193

Serial No.

74) Dewan

Cam.
29.5.34.

29/5

75 MD
31-5-34

DEWAN'S OFFICE
29 MAY 1934
No. 15824

OFFICE OF THE FINANCIAL SECRETARY COUNCIL
2 JUNE 1934
No. 9412

First Member. Cam.
1.6.34.

MD
2/6/34

76) Final Note Signed by Mem. Re

Final Note by the First Member of Council.

Subject:—

8) Action to be taken on the Report of the Motor Transport Committee.

In April 1931 Government appointed a Committee presided over by Mr. S.P. Rajagopalachari, then Revenue Commissioner, to consider the desirability of the abolition of tolls and local taxes on motor vehicles and the ways and means of making up for the consequent loss of revenue. The Committee's report was received in August 1931 and their main recommendation was to abolish all tolls and to levy instead a provincial tax on motor vehicles, the tax on motor cycles and cars being on a sliding scale according to weight and that on motor buses and taxies on the basis of seating capacity. As it was essential for the working of this system that a similar policy and similar rates of taxation should be adopted in the Civil and Military Station, a reference was made to the Residency who replied that similar legislation would be introduced in the C.& M.Station as regards motor vehicles but that they proposed to retain the levy of tolls on bullock carts. District Boards and Municipal Councils were also consulted and a majority of them were generally in favour of the Committee's proposals though suggesting modifications and qualifications on certain points of detail.

Before further action could be taken on this report orders had been passed on certain recommendations of a previous Committee, -(the Motor Vehicles Rules Revision Committee presided over by the then Law Secretary Mr. P.Mahadevayya) appointed in April 1930. These orders included the enhancement of road mileage cess on motor buses plying for hire from July 1932. The enhancement of this levy led to much agitation on the part of bus owners, resulting in an organised strike from 1st October 1932. As a result of representations made, a Committee presided over by Sir Charles

Todhunter was appointed in October 1932 to examine the whole question of motor transport and make recommendations. This Committee sent its report in April 1933 and a copy of this report was submitted for His Highness' gracious perusal with the Dewan's Submission Note of the 13th April 1933. As stated therein, a detailed scrutiny of the proposals recommended by the Committee was postponed pending the results of the Conference of road transport which was shortly to take place at Simla and which Mr. Hamilton and the Secretary of the Committee Mr.H. Rangachar were asked to attend on behalf of the Mysore Government. Mr.Hamilton's report received in May 1933 showed that there was no chance of a uniform system of taxation being introduced in all Provinces and States and that interprovincial reciprocity would be a matter of agreement between provinces.

In accordance with the decision arrived at, at the meeting of the Deputy Commissioners and Heads of Departments held in Mysore in last Dasara, the opinions of the Deputy Commissioners of Districts on the recommendations of the Committee were called for and have now been received. The main recommendations of the Todhunter's Committee are briefly as follows:-

(1) There should be adequate State control over the licensing of public service vehicles;

(2) To ensure this and to provide for co-ordination of the policy of District authoristies a Central authority should be created with the designation of a Traffic Board presided over by a Member of Council and including as members, the heads of certain Departments and non-official representatives of motor and other interests;

(3) The principal tax levied on public service passenger vehicles should be on the mileage run as at present and the rate proposed is 6 pies per mile. No extra charge is however to be made in the case of services on roads which run parallel to railways or which short-circuit them, but the Railway Department may in the former class of cases be given the monopoly of running pas-

passenger buses;

(4) In respect of public service vehicles, there should be compulsory insurance against third party risks;

(5) Toll gates have to be continued for the levy of tolls on (i) bullock carts, (ii) on vehicles belonging to residents of the State but who elect not to pay a composition tax called the road tax and (iii) motor vehicles belonging to non-residents;

(6) All toll gates except Municipal toll gates should be controlled by Government authority. They should not be farmed but should be managed by Government Agency;

(7) As regards motor vehicles taxation, the main features proposals are -

(i) that all vehicles should continue to pay the registration fee levied for the purposes of identification, the fee to be paid once for all;

(ii) All motor cycles and motor cars should in addition, pay a provincial vehicle tax (on the same scale and in lieu of the existing City Municipal vehicle tax), and in addition either pay tolls or have the option of paying a provincial road tax by way of composition for all tolls;

(iii) Motor cars licensed to ply for hire should pay, in lieu of vehicle tax, a tax on seating capacity at Rs.30 per seat and be liable to pay tolls or in lieu thereof the provincial road tax;

(iv) Motor buses plying for hire on a fixed route in a rural area will pay a tax on seating capacity at Rs.30 per annum and also a mileage cess of 6 pies per mile and not be liable to pay tolls. If plying for hire in an urban area the tax will be Rs.30 per seat per annum plus tolls or road tax instead;

(v) Motor lorries should pay a road tax based on weight and varying from Rs.120 for a lorry of which the weight is not more than 15 cwt. up to Rs.900 for a lorry of 5 tons.

(8) The accumulated railway cess funds should be utilised on a programme of new road works and the collection of this cess should be discontinued except when it is necessary to meet existing obligations.

(9) Reciprocal arrangements have to be entered into with Madras and Coorg.

These proposals were carefully considered by me in a note placed on the file, wherein I have expressed my opinion that the Committee's proposals may be generally accepted except in regard to

(a) levy of tolls on bullock carts;

(b) Government management of all toll gates,

(c) compulsory insurance of public service vehicles against third party risks;

(d) the rate of road tax on motor vehicles which requires a reduction, and

(e) the Chairmanship of the Central Traffic Board being held by a Member of Council.

This note was considered at a meeting held on the 14th April 1934 between the Dewan and the Members of Council and Sir Charles Todhunter. The following were the decisions arrived at:-

Pages 33-34 of office Note

(1) The Central Traffic Authority to be created may for the present be presided over by the Inspector General of Police. (The Regulation to be passed will merely indicate that the Chairman shall be appointed by Government).

(2) Government consider that the Railway Department may run some motor bus services on roads parallel to railways or short circuit them.

(3) Compulsory insurance of public service motor vehicles need not be insisted on at present.

(4) The proposals of the Committee in regard to levy of tolls on bullock carts may be included in the proposals to be laid before the Representative Assembly.

(5) Government management of toll gates need not be ruled out. A good many of the gates may be so managed instead of being farmed out.

(6) The maximum rate of provincial road tax on motor vehicles may be as proposed by the Committee. (The actual rates to be imposed may if found necessary, be at the lower rates suggested in the above note).

(7) In regard to the proposed legislation the Motor Vehicles Regulation based on the Indian Motor Vehicles Act need not be amended. Proposals in regard to taxation, central traffic authority, amendments of Municipal and District Boards Regulation, etc. may go into another Regulation as in Madras.

(8) Mr. H. Rangachar, District Traffic Superintendent, may be taken on special duty for a month or two (if he can be spared from the Railway Department) to help to draft the bill and prepare the draft rules.

In accordance with the above decisions Mr. H. Rangachar has been placed on special duty to draft the bill and to prepare the necessary rules. The bill is now being drafted and a statement of the general principles of the bill to be placed before the Representative Assembly will shortly be submitted for His Highness gracious sanction. Meantime, it is proposed to issue

an order of Government embodying the decisions arrived at on the several recommendations of the Committee.

I submit herewith the draft of the proposed Government Order which has been agreed to by the Dewan for His Highness gracious approval.

Page 4 of Office Note

Bangalore,
5th June 1934.

MEMBER OF COUNCIL.

Submitted to His Highs.

I submit herewith a Final Note by the First *Member of Council on the subject of* action to be taken on the Report of the Motor Transport Committee *for His Highness' gracious approval.*

Bangalore,)
5th June 1934.)

Dewan.

Record of Cases submitted for the Orders of

His Highness the Maharaja.

Subject.

Draft order on the report of t

Motor Transport Committee.

General and Revenue
Secretariat

Draft order on the Report of the Motor Transport Report Com

31. All urgent or confidential files returned with His Highness' orders may in the absence of instructions or indications to the contrary, be ordinarily circulated to the Members of Council for perusal after the issue of orders.

33. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after to the Chief Secretary for circulation to the Members.

34. In all other cases, the files will first be circulated to the Members of Council at Head-quarters and then sent to the Secretariat concerned for the issue of orders.

81) Circulated to Members of Council for perusal of His Highness' orders before/after issue of orders. (*Vide Rules* 31, 33 and 34 of the Subsidiary Rules for the conduct of business of Council in the Manual of Council Rules and Procedure.)

R. Rawell

Chief Secretary to Government.

Through the Secretary to Government,

General Department.

82) FIRST MEMBER OF COUNCIL.

83) SECOND MEMBER OF COUNCIL.

Serial No.

Subd with reta ' the second Tamil marginal remarks at para 8.

This refers to more to first Members note at para 26. Next the matter was ~~discussed~~ Considered at a meeting and decisions arrived at. Subd for orders as to whether the G.O. may issue.

As the order is a long one and the Report has to be printed as appendix the matter may be sent in original to the Press at Lucknow and copies called for ; Draft Subd

Draft
Secretary
15.6.26

The second Member says the order may ——

Serial No.

The Draft of the Mysore Road Traffic and Taxes Rules is resubmitted

The draft as revised yesterday

First Member) 19/6

whereby the proposed rates of general prices for the Motor Traffic Bill have been sanctioned for one year and revised rates by instructions. It may be done be approved & in duplicate placed before the Legislative Council

OFFICE OF THE FIRST MEMBER OF COUNCIL 19 JUNE 1934

OFFICE OF THE FIRST MEMBER OF COUNCIL 19 JUNE 1934 No. 9865.

DEWAN'S OFFICE 21 JUNE 1934 No. 8075

For Disposal by Circulation

No. C. 355

J/1933/4

GENERAL AND REVENUE SECRETARIAT

Council Matter

Subject

Draft Mysore Road Traffic and Taxes Bill

Circulated to the Members of Council

By Order,

R. Rangaa

21st June 1934.

Chief Secretary to G

10001
22/6/34

First Member of Council

Second Member of Counc

671
21/6

Please put this up on
return for Bn. Mar

Serial No.

I have gone thro the b
& find it requires some modification
here & there. I have given personal
b- -ne to the Ms. The bill
may be redrafted on these lines

Jor
14/10/

OFFICE OF THE
SECOND MEMBER OF COUNCIL.
15 OCT. 1934
No 2671

The statement of general principles
which was placed before the R.A was
not approved by the House

POLICE DEPARTMENT

5778
P

Tel. Address
"ALACRIS"

'HONE No. 298.

OFFICE OF THE INSPECTOR GENERAL OF POLICE
IN MYSORE.

When replying please quote No. C.C. 65/32-33

Dated Bangalore, 1st May, 1933

From

F. A. HAMILTON, ESQ., C.I.E.,
Inspector General of Police in Mysore,
BANGALORE.

CHIEF SECRETARY. Public 4 MAY 1933

To

R. RANGA RAO, Esqr., B.A., B.L.,
Offg. Chief Secretary to the
Government of Mysore,
BANGALORE.

SIR,

I have the honour to make the following report concerning th visit of myself and Mr. Rangachar in connection with the Road-Rail Conference recently held in Simla.

2. The above Conference was opened by His Excellency the Viceroy on the 24th instant at 12 Noon. The subsequent meetings were presided over by Sir Frank Noyce, Sir George Schuster and Sir Joseph Bhore being present. The general Conference conclude on the evening of the 26th.

3. In the speech opening the proceedings, Sir Frank Noyce the chairman referred to the work of the Mysore Motor Transport Committee and welcomed the Member and the adviser of that State. A copy of the suggested draft resolutions (herein enclosed Ex.I) had been circulated to Members. Each resolution was discussed in turn, being introduced by the Chairman and representatives of various interests were invited to speak thereon, Sir George Schuster intervened at intervals when it was necessary to clarify the financial aspects of the various resolutions under discussion and the position of the Government of India with respect to them.

4. The first resolution was introduced by the Chairman (Ex. II) and formed the subject of much controversy resulting in the resolution being revised as shown in (Ex.III) which was finally agreed to. The objection to the acceptance of the original resolution lay in its alleged vagueness and comprehensiveness some delegates also holding that the later resolutions 2 and 8

should first have been discussed, though, as pointed out by the Member from Mysore, the resolution was in its purport merely an indication that problems had arisen for which remedies were sought. The Speech of Sir George Schuster dealing with the financial obligations of the State is given in Ex. IV.

4. The discussion on resolution No.2 introduced by the Chairman in his speech given as Ex.V, revealed a great divergence of opinion and also the fear on the part of certain Provinces that its acceptance would allow too great an - interference in Provincial matters by the Central Government. The terms of the resolution were deemed to be too specific and far-reaching. As a result of the discussion a revised resolution in vaguer and more general form was finally drafted and accepted. Vide Ex. VI. The original resolution excluded the principle of zoning which was found inacceptable to this Conference, as it had been to the Mysore Committee.

5. The resolution 3 regarding the repeal of the Statutory provision restricting certain Railways from operating motor services was redrafted before being placed before the Conference for discussion and was finally accepted Ex. VII.

6. Resolution 4 which suggested some form of monopoly of road services was amended as a result of discussion deleting the reference to Monopoly (Ex. VIII) as all provinces with the exception of Assam displayed hostility to the idea of monopoly.

7. Resolution 5 dealt with a co-ordinated plan of taxation by the Central and Provincial authorities and gave rise to a lively discussion, representatives of Provinces again giving expression to their fear of any form of control from outside.

The opportunity afforded by this resolution was availed of by the Mysore Member in conjunction with the Indian Roads transport and Development Association to raise the question of inter-provincial reciprocity. This principle was generally accepted but was held to be a matter for agreement between the provinces.

(Incidentally it may be remarked that the question of reciprocity was discussed privately with the representative from Madras, who suggested that the basis of agreement arrived at between Madras and Coorg might prove suitable in the case of Madras and Mysore. The arrangement is that the Registering Authority in either province might issue to residents of his province permits to travel in the other at 2/3rds of the usual rates. This arrangement is, of course, unofficial and - provisional, the representative agreeing to discuss the matter further after the consultation with his Government.)

8. The terms of the original Resolution No.6 were modified before being placed before the Conference, Ex.IX, and were further modified after discussion by the representatives, (Ex.X).

9. Resolution 7.- In connection with this resolution Sir George Schuster set forth the position of the Government of India in the matter of the provision of further funds in the interests of road-development. He stated that the Government of India was prepared to float a loan to finance well-thought-out and comprehensive provincial programmes of road construction, which met the conditions to be laid down by the Government of India. He stressed the point that such roads should be productive either directly or indirectly. The resolution was redrafted to be in conformity with his suggestion and to meet some minor objections from provincial representatives.

10. Resolution No.8 dealing with the machinery for co-ordination of different forms of transport and their future developments was probably the most important of the resolutions submitted to the Conference. The Chairman, having introduced the subject called on the Mysore Member to place before the Conference the conclusion arrived at by the Mysore Motor Transport Committee as he considered that this experience would be very needful to the Conference. This was accordingly done at some length, the recommendations of the Committee being reviewed in the matter of co-ordination and Administration.

At the conclusion of the speech, the Chairman expressed his indebtedness to the Mysore Member. The speech had the effect of supporting and elucidating the proposals made by the Representative of the Indian Roads and Transport Development Association, which had appeared to the representatives of the Provinces to propose a too complicated a machinery for practical adoption. After some discussion the resolution was adopted and the Conference closed.

11. A further informal meeting was convened at the instance of the Indian Roads and Transport Development Association with regard to the formation of the controlling authorities at the centre and in the provinces which was attended by us. It transpired that there was some scheme for the federalisation of certain strategic and arterial roads in the different provinces, the details of which were to be discussed in further conferences between the Government of India and representatives of different provinces.

12. Before concluding it may be interpolated that though the part played by the Mysore Member was necessarily limited by the nature of his position, the report of the Mysore Motor Transport Committee influenced the proceedings of the Conference and was largely made use of by some representatives. Copies of the report were eagerly sought after and were distributed to the representatives of the various Government as well as to the Railway Board.

13. In conclusion it may be said that the resolutions adopted at the Conference represent the maximum of agreement that could be arrived at between the Provincial and the Central Governments. The difficulty lay in the fact that the Central Government alone had control of Railways while Roads are a Provincial subject. This divergence of interest and the unconcealed jealousy of provinces against what they deemed might be outside interference in their internal affairs resulted in the minimum degree of control by the Central Government in the matter of

of co-ordination. We in Mysore are happily not thus situated and with us a free measure of co-ordination is possible, nor is the matter of legislation so complicated with us as it is with the Government of India. While the resolutions of this Conference which are more limited in scope than the recommendations of the Mysore Conference, afford no guide to us, they offer no obstructions to the pursuance of the policy adumbrated in these recommendations. There would therefore appear to be no objection to the adoption by the Mysore Government of the report of the Committee nor to its recommendations being implemented immediately.

I have the honour to be,
Sir,
Your most obedient servant,

INSPECTOR GENERAL OF POLICE.

Suggested Draft Resolutions for the Road-Rail Conference.

1. This Conference considers it desirable that measures should be concerted -

a) for the prevention of further wasteful competition between railway and road transport.

b) for the development of rural motor transport complementary with railways and

c) for the development of the road system in harmony with the objectives defined under (a) and (b) upon a comprehensive and more uniform plan than at present exists

2. In order to check the development of further wasteful competition, this Conference considers that the following measures would be justifiable :-

(a) The range of public service and goods motor transport in direct competition with railways should be limited to that within which it offers to the public a service substantially superior to that which the Railway can offer.

(b) The control of public service and goods motor transport on parallel routes should be strengthened so that, in respect of external control, road and rail transport are on comparable terms.

(c) On parallel routes at least, the number of vehicles licensed to ply for hire should be restricted so as to prevent competition as between motor vehicles and with railways at below the economic rate of fare.

3. This Conference considers that the statutory provisions which at present limit the operation of motor services by certain railways should be repealed.

4. This Conference recommends that the present regulations regarding public service and goods motor transport should be reviewed with the object of amending them so as to afford every encouragement to the development of rural services, by the granting of monopolies for limited periods or otherwise.

5. This Conference considers that, in the interest of all concerned, a co-ordinated plan should be drawn up for the

taxation of motor transport by the various authorities concerned.

6. This Conference considers that the present road development account should be continued at least for the duration of the present consitution, but that the class of development to which it should be applied should be reconsidered.

7. This Conference considers that it is necessary to study the question whether the present ~~wx~~ lack of balance in the road systems will, if the means of development are restricted to revenue resources be susceptible of correction either at all or at a rate consistent with the economic needs of the country; and accordingly recommends that a comprehensive plan should be drawn up with a view to examining the possibility of development from loan funds.

8. This Conference considers that suitable machinery should be established at the Centre and in the Provinces to ensure adequate co-ordination between road and rail transport and their future development.

Chairman's opening remarks on Resolution No. I.

This resolution covers, I think, the main outlines of the problems before us. Those that follow are designed to fill in the detail. In this resolution therefore I would like to review the position as we see it and to draw your attention to certain aspects that seem to us to be important. You, on your part, will doubtless tell us how, in the main, the problem presents itself to you.

As an abstract proposition it might be said that the first consideration in approaching these questions should be something like this

What system of transport will, for a given set of conditions, prove most beneficial to the industries of the country, including the greatest - agriculture - and make for the economic, social and political advancement of the population? If we were at the beginning of roads and railways, we might be able to find a solution in the answer to this abstract question. But we have a great railway property and a large system of roads, and we cannot proceed far on abstract considerations. The circumstances being what they are, a definite answer to such an abstract question will not help us. We could not, having regard to the experience of India and of other countries, say, that for all conditions railways stand unchallenged nor could we say that roads can take the place of railways the latter to that extent being regarded as obsolescent and to be dispensed with as soon as possible. What is now wanted is the best distribution of the nation's traffic between the two systems in the interests of the nation as a whole, and some arrangement whereby there can be a gradual passing of certain traffic from the railways to the roads if economic forces are to produce that result. A rapid transition involving the virtual destruction of the large state or private capital invested in railways would be a financial disaster of the first magnitude, while a general enhancement of railway freights on that traffic for which the road provides no alternative

would be a grave agricultural

But it is as well to get the correct perspective and to realise that we are now facing no new problem such as has never before arisen. Those of you who have studied the final report of the Royal Commission on Transport in England will recollect the historical review which showed how in the past one form of transport has succeeded another, the more efficient without compunction taking to itself the traffic of the less. I do not propose here to attempt a similar review for India: it is sufficient to point out that in general roads preceded railways; that the latter were often built parallel to the roads, and that they doubtless took ~~it~~ away much traffic from the roads, while at the same time creating much entirely new traffic. Railways have now been in existence in the world for about 100 years; road motor transport for 30 years; and the more recent commercial ~~da~~ aviation for about 15 years. The railways now in turn find themselves in danger and they are not unnaturally protesting. But to their protests their competitors reply that they are suffering the fate of their predecessors, and that the more efficient and economical form of transport must eventually prevail.

So might one side of the question be presented, and yet the case, so badly stated, is manifestly unfair. The railways do not ask that they should be protected at all costs. They claim and fairly claim that, if they are to meet competition, they should be allowed to do so on fair terms. Having been granted a monopoly of a certain route (a monopoly against other railways, their only effective competitor heretofore) railways were in the public interests subjected to control. Their passenger rates were subjected to a statutory maximum, their freight rates were controlled by many rules, they were bound to carry practically any traffic that offered at rates prescribed by law, while the growth of trade unions ~~#~~ tied their hands in the matter of wages and prevented them in effect from employing that staff which was in strict accordance with the requirements of their business. When they had an effective monopoly they were ~~were~~ not allowed to extract the utmost out of it, but

that control and those disabilities, perhaps justifiably imposed when a monopoly was being enjoyed, are now continued when that monopoly is seriously challenged and a competitive form of transport is permitted to operate on parallel routes, picking and choosing what it will carry and when, without any control and without those disabilities, even while offering as effective a competition as would another railway. Railways may claim and may fairly claim that, in a country of immense distances such as India, they are not only under an obligation to carry, but it is still essential in the public interests that they should carry, long distance and heavy traffic which, with their complicated rate structure, they cannot continue to do at the same charge if the balance of that structure is violently disturbed by the removal of certain classes of traffic and those classes only which it suits their new rivals to carry. It is also alleged that, while railways have to provide their permanent way, their competitors use one supplied from public revenues. Against this it is strongly contended that in some countries at least motor transport produces in taxation more than enough to meet the road bill. In British India at the present time it is belived to be paying more than half of the total current bill (Rs. 360 lakhs out of Rs. 609.5 lakhs). At the same time it is pointed out that motor transport is paying to this extent although it is not the sole user of the road and that in India as much if not more damage is done to the roads by other forms of transport. But it is not necessary to examine the merits of this controversy further at this stage, because the material necessary for an absolute determination is not complete and we on our part would require a much closer examination before accepting any figure as final.

I hope it will be agreed that I have at least tried to state both sides of this vexed controversy as fairly, if necessarily briefly as possible; and that it will only be by a full understanding and appreciation of the various points of views that we shall be able to reach a solution, which will make for that mutual co-operation between all concerned upon which, we are convinced the best interests of the country will depend. In any event we are concerned not so much with the absolute facts of the present as with a

proper policy for the future.

Thus one step at least suggests itself. Whatever else may be desirable or necessary let us at least make the conditions of competition even. At the same time let us remember that the contest is not a straightforward issue. It is not the whole business of the railways which is at present being challenged or is likely to be challenged. It will for many years be a contest in which motor transport will endeavour to take from the railways that business which is best suited to it and leave to the railways that business which offers it no attraction. and. in any fair contest, the remaining obligations of the railways, which constitute a national necessity must be taken into account. The conditions of India are very different to those with which the Salter Committee was faced. That Committee in effect recommended a fair field and no favour. The Royal Commission on Transport had failed to provide a solution. The Salter Committee contended itself with seeking to impose on that form of motor transport which is the real competitor of railways a more proper share for the maintenance of roads, and conditions of operations not dissimilar to those applied to railways. But it was presented with a set of conditions in which the challenge of motor transport is more nearly to all classes of railway business and not merely an attempt to get the cream.

It is, however, not only in respect of the relative desire of motor transport to invade all railwy business that conditions in India differ from those with which the Salter Committee was faced, and there is added reason why the same course may not suffice here. In England there can be few roads which cannot carry motor transport with varying degrees of efficiency. It is true and yet with sufficient efficiency to meet reasonable requirements But in India there are many miles of roads, and indeed the greater proportion on which motor transport is a practical impossibility. And while this remains so, there are many parts of India which are denied either a railway or the more efficient modern road transport. It would appear that to remedy this defect is India's first duty.

Hitherto the bulk of road expenditure has been on roads of all-India and provincial importance. A better balanced programme of development seems to be required.

So we find the justification for the first resolution. Wasteful competition is to be avoided. Conditions where competition is inevitable and indeed desirable should be made fair for the competitors, but since there is a field where development is urgently required and where little has been done and much remains to be done, our expenditure should be directed to remedy that defect first. Accordingly, bearing in mind the interests of India as a whole the public authorities concerned should concentrate their efforts on the development of the various forms of transport where they are most urgently required, namely in the rural areas.

It has been felt, and I doubt if any one will dispute it, that the development of our roads has been a rather haphazard affair of the past. Perhaps this was inevitable with so many different authorities concerned whose efforts were aimed almost entirely to meet the immediate and varying needs of the moment between which there was no attempt at co-ordination. Some more comprehensive and uniform system of road development is urgently required.

There is, however, in India another and a vital consideration. Our railways are largely State property. Some 800 crores of the tax payer's money are invested in them. The responsibility for this great system is primarily ours but your interest in its efficiency and solvency is at least as great. The need of agriculture for cheap rates and fares is your concern as much as ours and your future resources will depend in no small measure upon the resources of the federal Government, which in turn will be largely dependent on railways receipts. If the rate structure of the railways is seriously disturbed by the transfer to the road of certain classes of traffic, it is the general public that will suffer. If the revenues of our railways are seriously affected by the same cause, it is upon your revenues that the loss may ultimately fall. I do not say that things have reached this

pass or that these results are immediately threatened. We are we believe in time to prevent such catastrophes; but that the danger is there will I think, be denied by no one who has studied the conditions in other countries: and that there is an enormous field for the development of roads and road transport on a plan co-ordinated with our railways, will hardly be denied by anyone who has studied the conditions of India.

We believe that we have in India a golden opportunity of taking timely action so as to avoid, before it is too late, the disastrous position into which the transport system of some countries appears to have been allowed to drift. But we are also conscious that in India there may be certain difficulties in our way, which we trust are only superficial, but which may arise out of the present constitutional division of functions, which will perhaps be more clear-cut in the future. I have already emphasised our view that your interests and ours in the economic prosperity of the country and the solvency and efficiency of the railways are one and the same, and it should not be impossible to devise means whereby, although operating in separate constitutional spheres, you on your side and we on ours will be able to co-operate and to administer the transport system of the country as a co-ordinated whole. In this task we on our side in the administration of railways will be prepared, as Sir Guthrie Russel will explain to you, to do everything in our power to co-operate with local Governments. On the other side of the question we believe that you will concede that, if the transport system of the country is to be worked and developed as a co-ordinated whole, we are entitled to ask for your fullest co-operation and consideration in the planning of your schemes of road development and in the control of motor transport. If we can approach these various problems with these ideals and in this spirit it is not too much to hope that our successors will be able to look back upon this Conference as marking a definite stage in the economic development of this country and a point after which the drift towards the chaos which is evidenced elsewhere, was definitely arrested

Revised draft Resolution No.I.

The Conference is of opinion that, in the general public interest, the time has come for increased co-operation and a more intelligent co-ordination of effort between the various authorities and interests concerned, in the matter of :-

(a) future Railway development

and of

(b) the future development of road communications, whether used for motor transport or other purposes,

so as to secure a more comprehensive and uniform plan of general development than at present exists.

On areas where uneconomic competition between railway and road transport has been proved to exist, such increased co-operation and co-ordination may necessitate the adoption, by mutual agreement, of measures designed to reduce such uneconomic competition to the minimum compatible with the maintenance of healthy competition.

Any comprehensive or uniform plan of general development must sooner or later involve a gradual expansion of facilities for rural motor transport, complementary to the Railways and to other existing arterial forms of transport, but as internal district communications - apart from the main arteries - are largely controlled by local bodies, any intra-provincial co-ordination of effort must necessarily in the first instance be a matter for the local Governments and legislatures, who, in such matters, should consult, and to the best of their ability co-operate with the Railway and other interests concerned.

Resolution No. I.

Before I take up Resolution No. I it may clarify the position if I state shortly the definite financial obligations of railways, which are incidently the obligations of the State. These remarks will form a background to the railway picture not only for this Resolution but for the Resolutions to follow. The obligations I refer to are payment of working expenses, provision for depreciation, payment of interest charges on the capital invested in railways by the state, payment of interest on the guaranteed capital of the Company managed railways, and a contribution of one per cent on the capital ~~xxx~~ at charge to general revenues. In addition to these contractual obligations, if railways are to be run on commercial lines there should also be, year by year, some allocation to a reserve fund. Leaving this, however, out for the moment, in round figures we have to find each year Rs. 50 crores for working expenses, Rs. 14 crores for depreciation, Rs. 33 crores for interest and Rs. 6 crores as contribution to general revenues or a total of Rs. 103 crores. It is of course common knowledge that during the past two years we have made no contribution to general revenues, and that for the two years previous to this we only met our interest charges and contribution to general revenues by drawing on our reserve fund, which has now been entirely exhausted. For the past two years we have only been able to meet our interest charges by borrowing from the depreciation fund, and this after making every effort to cut down our working expenses to the minimum. The main reason for the present position is not, of course, motor competition; it is the world-wide depression, but we estimate that motor competition has contributed to this loss to the extent of between 1½ and 2 crores and there is no doubt that if something is not now done this loss will increase very considerably as time goes on.

I think we can safely assume that if or when normal conditions return railways will be in a position to meet all their obligations, unless of course motor competition makes further serious

inroads into our earnings. So far our main loss from this competition has been in third class passengers, which as you all know, form the bulk of our passenger traffic, contributing no less than 89% of these earnings But signs are not wanting that in certain parts of the country our goods traffic is also being diverted to the road As is generally known, railways rates vary for different commodities; generally speaking it may be said that the lighter and more valuable commodities pay higher rates than the heavy commodities such as coal, iron ore, manganese, food grains etc. For such commodities, if they are to move at all, low rates are essential. In fact it is necessary to carry a great deal of such traffic at a little over the actual cost of transport and the rates charged do not cover the ~~actual~~ overhead charges. So far, the goods traffic we have lost to the roads has all been the higher rated traffic; the traffic on which we count to help pay the overhead charges on the low rated traffic. Further inroads into this traffic will place railways in an even more serious position than they are at present. The low paying traffic and this is the traffic which is of vital importance to the country, in fact, it may be said to be the life blood of the country, must so far as we can see, be carried by rail; at least I have not seen any signs of an alternative transport system which could absorb this traffic, and all countries which have tackled the road rail problem have arrived at the same conclusion. I think, therefore, it may be taken as axiomatic that railways must remain for the present and that their existence is essential if trade and industry are to develop on normal lines that railways are necessary to meet the needs of passenger traffic is equally true. For example, take the City of Bombay. Every day, year in, year out, about one hundred thousand passengers travel to and from the stations of that city. What would be the state of the roads and streets if these passengers had all to travel by motor bus?

Also I do not think that anyone would dispute that if railways are to remain they must be made to pay their way.

If railways lose their highly rated traffic, how are they going to meet their obligations? It may be possible to increase certain goods rates, but I am personally of opinion, and I believe that this opinion is shared by the railway representatives here to-day, that at present with the low commodity price prevailing no general increase in rates and fares is possible without doing serious damage to all forms of business, and I am quite certain that no one who has the interest of the country at heart would advocate such a step. In fact any considerable general increase would almost certainly immediately bring into operation the law of diminishing returns. The alternative to an increase in rates and fares is to reduce these with the object of increasing the movement of traffic. This question is being examined in detail at the present moment, and if our examination shows that there are possibilities of increasing our earnings by such action, we shall not hesitate to take it, but here again it is only in the low paid traffic that we could expect any large increase in volume, the traffic which, as I have already explained, even at present just covers the bare cost of transport.

Frankly, I can see no hope of either of these measures meeting our needs if our best highly paying traffic is to be allowed to go on the road. It may be argued, and I think there would be considerable strength in the argument, that for certain classes of such traffic the most ~~advantageous~~ mode of transport is road motor transport, but I feel convinced that these limited advantages would be far outwighed by a bankrupt railway system which had become a burden on the country, because if railways do not pay their own way the only way to meet their obligations, which are the obligations of the State, would be by further taxation with its reflection on trade and industry. In fact, it appears to me that the prosperity of the country is bound up with the prosperity of the railways, and in arguing the case for railways I am arguing not only the case of the Central Government, but that of the Provincial Governments, and indeed that of the country at large.

There may come a time when some other form of transport will better meet all the needs of the country and at the same time be able to take charge of the railway debt. When that time comes then we may abandon railways. But as I see at present neither India, nor, so far as I know any other country is in a position to

in competition with each other.

How then is the situation to be met in the best interests of the country, and what are these interests? I would place in the forefront of these, cheap transport run on economic lines, not cheap transport obtained by cut-throat competition. The terms of Resolution I suggest as a method of attaining this object. In India today there are about 13,000 miles of motorable roads in the close vicinity of railways, on a considerable proportion of which intensive competition between the motor interests and the railways is taking place. The Mitchell-Kirkness report shows that in many cases motor services are being run at rates which are certainly uneconomic. Are railways to regain the traffic on these routes by the quotation of rates which will not cover their working expenses? It must be remembered that railways have certain statutory obligations. The more important of these are (1) the maintenance of their track and rolling stock to a certain standard, the track and rolling stock being subject to statutory inspection; (2) compliance with an elaborate system of working rules devised to ensure safety which involve an expensive system of signalling, restriction as to speed and loads of trains, provision of costly automatic braking gear, and highly trained staff; (3) the quotation of schedule fares and freight rates within certain prescribed limits; (4) limitation of the hours of work of employees to comply with certain maxima; (5) the observance of schedule time tables for passenger services, the compliance with each of which costs money.

These restrictions do not apply to road services. Railways are therefore at a serious disadvantage when competing with road motors. Again, railways are entirely responsible for the

original cost of and cost of upkeep of their track and if public motor servies are to be on an equal footing, they should meet their fair share of the cost and maintenance of the roads over which they operate. In the Mitchell-Kirkness Report it is suggested that in India motor services do so, but if we argue on the lines of the Salter Committee Report they probably do not. I admit that conditions in India are not at present comparable with conditions at Home, but before I can agree that motor services are ~~xxxxx~~ meeting their fair share of the costs of roads and their upkeep I consider a further detailed examination will be necessary. What the railways claim, and have claimed in other countries, is fair play, and if they are subject to certain restrictions, the majority of which are restrictions imposed for the safety of the travelling public, road motor services should be subject to not the same, somewhat similar restrictions. This question was examined by the Salter Committee in their report on the road rail problem in the United Kingdom. The conclusion arrived at was that to the extent to which a service, whether by road or rail, must be regarded as partaking of the character of a common carrier service, the necessity for some public safeguards arises. I shall deal, when speaking on Resolution No. 2 with the regulations which the railways of India consider would be reasonable in respect of road motor services, the object being to place railway and road transport on a more equal footing, which will have the effect of avoiding wasteful competition.

Now we come to clause (b) of the Resolution. Perhaps when a country has money to burn, there may be grounds for building up different forms of transport in competition with each other; but even so, I consider this would only be justifiable if the form of transport in existence is not capable of meeting the needs of the country, or if the new forms have overwhelming advantages over the old. But surely in times such as these the correct and most economic procedure is to devote the limited amount of money available to opening out new areas which at present have no

form of modern transport at all. How can this be done? Only by close co-operation between the railways and the road interests, and I can assure this Conference that I can promise on behalf of the railways the fullest co-operation. I am quite prepared to undertake before any new railway construction is undertaken to consult the Provincial Governments concerned, and if they consider that the needs of the country can better be met by road transport I would give very great weight to this opinion and normally it would carry the day, except, of course, in such cases as the building of a chord line to reduce railway mileage and so save railway working expenses, or say in the case of a line for heavy mineral traffic which could obviously not be developed by road transport. But if it was finally decided that a railway is essential for the needs of the country I would certainly ask the Provincial Government concerned not to parallel that railway by a motorable road and thus facilitate competition with the railway.

Finally we have clause (c) of the Resolution. I feel very strongly that this is a step in the right direction and I can assure Provincial Governments if such a course is finally decided upon, that the Railway Board and the Railways concerned will unhesitatingly give their help. As you know we have a very large number of projects for railways which have been held in abeyance, either for lack of funds or because prospects were not sufficiently favourable. I am prepared to place at the disposal of Provincial Governments all the information we have collected for these projects. This information should enable them to come to a decision as to whether the traffic offering justifies the expenditure or money on the construction of roads and the development of these parts of the country. If a coordinated transport system is to be built up, I am prepared to assist by giving the services of railway staff to help on the good work, because not only will the development of such a system be for the benefit of the country as a whole, but it will certainly bring more traffic to railways and place us in a better position than we are at present.

DRAFT SPEECH FOR CHAIRMAN ON RESOLUTION NO.2.

The resolution which we have just discussed dealt with abstract questions of policy, and while there may be a difference of opinion as to the precise methods to be followed, I think we can say that upon the first part of that resolution we are agreed that measures should be concerted for the prevention of further wasteful competition between road transport and railways.

This resolution deals with the practical steps which might be taken to that end. I need not read out the resolution to you as you all have copies. The practical measures proposed are divided into three heads. Firstly, the range of commercial motor transport in competition with railways might be limited; secondly, the control of commercial motor transport on roads parallel with railways should be such that competition with railways is fair and upon comparable terms of control; and thirdly, the number of commercial vehicles on parallel routes might be limited so as to prevent uneconomic competition inter se and consequently with the railways. For facility of discussion and to save time I think we can discuss all three parts of this resolution together. If necessary, in order to arrive at the views of the Conference, we can, in the summing up, take each part separately.

In introducing the first resolution, I laid stress on the necessity of making the terms of what we may decide to be permissible and desirable competition as fair and as comparable as possible, and the first part of this resolution proposes to limit commercially operated motor transport in competition with railways to what in respect of range may be held to be its permissible or desirable field.

This limiting of the range of motor transport is commonly referred to as "zoning" and has been discussed in paragraphs 31 and 36-39 of Mitchell-Kirkness Report. The arguments in favour appear to be that it is, of course, only contemplated in cases of direct competition of motor transport with the railways; that it has some rational economic basis, since for short journeys the cost and time of carriage to and from railway station is eliminated by motor transport; that, since the State provides both roads and the bulk of the railways, it should have the right to say what kind of traffic can be most economically carried by

by each in the general interests of the country, and not be forced to spend increasing sums on main roads parallel with railways when it has need for all the available money for complementary developments; and finally, that, until economic conditions improve all-round, the State should be entitled, as trustee for the railways to prevent further inroads into their revenues in fields which have not heretofore been attacked.

There are, of course, objections to this proposal. It will not, for instance, substantially reduce existing competition which is largely within the zone which might perhaps be generally prescribed. Within that zone of 50 miles the railways receive 37 percent. of 3rd class passenger earnings, and "zoning" would therefore, leave open to attack from motor transport that very substantial part of their revenues on nearly one-half of the total mileage of railways in Governors' provinces. It will also be urged that the objects of "zoning" could be evaded by through booking of passengers by a chain of buses; that is at best a preventative of some development which cannot be foreseen, and that, in fact, it may be a restriction which would in effect be of little practical value.

Such appears to be a fair statement of the arguments on both sides, but I would add as relevant not only to this part of the resolution but to the whole, that due regard must be had at all times to the obligations statutory and otherwise imposed upon railways which are not at present imposed upon motor transport. We await the expression of your views upon this part of the resolution.

The second and third parts of this resolution are inter-dependent. The second part proposes that the control of commercial motor transport on parallel roads should be comparable with that of railways, while the third suggests limitation of numbers with the underlying idea that, so long as numbers and hence competition, are unrestricted, uneconomic competition between buses & hence with railways will continue and the economic condition of motor transport is likely to render adequate or comparable control very difficult.

There are however particularly in India, two radical

differences between railways and their competitive motor transport which cannot be reconciled. Firstly railways are under statutory obligation to carry practically any traffic which offers, but road transport is not, and we may recognise that at present it is not practicable to place any such an obligation on it. Secondly, railways pay for their immoveable track. Motor transport will at best contribute adequately for its use of roads. Further, while railways must stick to their track regardless of traffic, motors can abandon one route and seek another.

Having recognised these differences, we return to the proposition that the terms of competition should be made as fair as possible. It may be that railways are over-controlled, and some tightening of statutory control over road transport may be accompanied by some relaxation in the case of railways. Trade Union control, for instance, to which I referred in my remarks on the first resolution, and which greatly affects railways, must be left to Trade Union development. It is not for Government to force the pace or to require the formation of Trade Unions among motor transport employees. This development will come as the necessity for it arises.

But the regulation of road transport might be tightened up in respect of the comfort, convenience and safety of passengers, prescription of rates of fare, liability to the public, and conditions of service, such as hours of work and so forth. The present disparities are discussed in paragraphs 18-22 of the Mitchell-Kirkness Report. It may be that in your opinion existing regulations are generally adequate, could they be properly enforced which is not at present always the case; Or that where they do not suffice they might be tightened up. Upon certain of the suggestions contained in the Report, as for instance that buses should be required to run to time-tables, there will doubtless be some divergence of view, but it will be time enough to take up these details when the principle of comparable terms of competition is accepted.

The final part of this resolution proposes limitation of numbers of buses on parallel routes.

So far as an unnecessary number of buses on any route means more wear and tear on the road than the traffic warrants or require this proposal follows from both of our main conclusions on the first Resolution. By restricting vehicles on roads parallel to railways where motor transport at present concentrates because of the greater volume of traffic, we indirectly compel it to turn its attention to other areas at present denied motor transport and to the extent that we ease the burden on main roads parallel wi with railways, local Governments will have greater sums for the improvement and maintenance of rural roads in those areas. But this is not the principal object. At present an excessive number of buses does not generally mean proportionately excessive wear and tear. With frequent ruptures, it is true, but on the whole with some consistency, bus owners organise "unions" and by rosters distribute the available business among themselves. Fares appear to be kept low, often below the economic level, by potential competition, and another result of the over-crowding of buses on busy routes is that with only partial employment, at these rates, owners appear to be operating on the verge of bankruptcy, cannot keep their vehicles up to reasonable standards, and are capable of any infringement that may bring in a small return. Thus the limitation of numbers to those which are considered sufficient to provide an adequate service while earning a reasonable return on the outlay, should constitute a concession that owners will hesitate to endanger by breaches of regulations, and would greatly facilitate the enforcement of reasonable regulations. But, as suggested in paragraph 24 of the Report, limitation of numbers may become virtual monopoly in a closed ring and objection may be taken on these grounds.

Gentlemen, I have touched briefly on the arguments for and against zoning; I have stated the reasonable demand

of the railways that such competition as is inevitable should be on a fair basis; and I have put before you certain arguments which have been advanced in favour of the restriction of the number of vehicles upon routes parallel with railways. Upon these questions we now desire your advice and a full expression of your opinion, and, as in the case of all other matters being discussed in this Conference we await the result of your discussions before arriving at any definite opinion to be laid before local Governments.

RESOLUTION II.

In order to ensure increased co-operation and more intelligent co-ordination of effort between the various authorities concerned this Conference considers that the following measures would be justifiable:-

(a) The control of public service and goods motor transport should be regulated in the interests of public safety and convenience.

(b) The number of vehicles licensed to ply for hire should be restricted so as to prevent such competition between all forms of transport as may be contrary to the public interest.

Draft Speech for Chairman introducing Resolution No.3.

You will have observed from the latest copies of the resolution, which were supplied to you on your arrival in Simla, that we have modified the terms of this Resolution but, in case any of you have not got the latest papers with you, I will read out the revised resolution. It is as follows:-

"This conference considers that the statutory provisions which at present limit the operation of motor services by certain Railways should be repealed."

After consideration of the resolution as first drafted, we are of the opinion that it went perhaps somewhat further than was necessary. It is our hope, and the hope of the railways, that steps may be taken as outlined in the previous resolution which will before long result in motor transport, at least where in direct competition with railways, being subjected to a reasonable measure of control comparable with that of railways. If that is to be the case then for the present at least we are not convinced that it is necessary as was suggested in the earlier draft to give the railways concerned any form of monopoly. For the present, therefore, where it may be decided that a railway should be allowed to operate the road motor transport, we believe that it should do so in all respects on terms of equality with the existing concerns.

This resolution therefore is merely intended to elicit the opinion of those present as to whether such statutory embargo as exists upon certain classes of railways operating road motor transport parallel with themselves should be removed. And, as you are all aware, there is no such embargo upon State railways. Upon the merits or otherwise of the operation of parallel road services by railways, I do not propose to express any opinion. The arguments for and against have been set out in the report, and we are here to hear your views.

RESOLUTION NO. 3.

In speaking on this resolution it will, perhaps, be as well for me to explain briefly the existing legal position and why it is considered desirable to alter it. At present State-managed Railways, which now form the bulk of the Railways in India, are not legally debarred from operating motor transport. Such restrictions, as there are, only apply to the systems worked by Guaranteed Companies and by Domiciled Companies, which can only operate road motor services provided such services are run in conjunction with the Railway service; that is, passengers or goods carried in such road motor services must be carried for part of the journey on the Railway as well. This restriction prevents Light Railways from effectively engaging in road motor services to meet their competitors on the road because they cannot run motor buses from any point to any point along the roads running parallel with their lines, as some of them wish to do.

The Legislature has recently been considering a suitable amendment to Section 51(e) of the present Indian Railways Act which governs certain Domiciled Companies in this matter and the Clause in the British Statute by which Guaranteed Lines are restricted will require a similar amendment by an Act of Parliament.

I may say that the Light Railways, many of which are Guaranteed Lines, have been proportionately far more seriously hit by road motor competition than the major railway systems and they have been pressing for many years past for the removal of the present restrictions. The position would appear to be that, if the present motor competition is allowed to continue unchecked, and Light Railway Administrations are not allowed to respond by putting their own motor vehicles on the road freely, where they want to do so, there is a danger of their becoming a burden to the community, for they cannot subsist on goods traffic alone.

I do not think it is necessary for me to say more on

this resolution, as the Light Railways have their own representatives at this Conference and they are better able to describe their present position in this respect than I am.

Draft Speech for Chairman on Resolution No

This resolution suggests the possiblity of encouraging motor transport in rural areas and on perhaps rather indifferent rural feeder roads by certain special arrangements in respect of its control that is, by the granting of monopolixes or otherwise.

I may say at once that this is a matter which is primarily the concern of local Governments. The control of motor vehicles being a provincial reserved subject, but as it is a question to which some attention has been directed in the Report, and as we are all interested to see the development of Motor transport complementary to railways, it is a question upon which an exchange of views may with advantage take place in this Conference. The reason for the grant of monopolies on any particular route can be put very briefly. There are large areas which still require to be served by the more modern forms of transport. Transport naturally tends to congregate where traffic is most abundant. On the other hand, we wish to encourage it to ply on other routes and to call forth the traffic that is latent merely in the absence of some efficient form of transport. But in many cases this will in a sense be pioneer work. Some encouragement must be given for the development of routes on which investment in motor transport must be regarded as a kind of speculation. Therefore a monopoly of txxmxxxxtxmustxbexxxgaxdedxxsxxxfk the route may be granted for a term of years, so that a company which has faced a loss over the first few years may not suddenly find itself confronted with opposition as soon as some profit seems to be in sight from competitors who have not had to undergo the expenditure during the lean years of experiment. To a monopoly would be attached conditions to prevent mere exploitation of the public.

To this argument there are many obvious objections. Is

it necessary to give any encouragement for the development of routes? Where there is suitable traffic and roads are fit for motor transport, will not motor transport ply there in any event? If there is not suitable traffic, is it necessary to give protection to develop or entice traffic which is content with other transport as sufficient for its needs? It is clear that if monopolies are to be granted they would have to be strictly controlled in order to prevent their being abused.

This is a question which will have to be placed before local Governments for their very careful consideration. At this stage, therefore, I do not wish to express any opinion upon the merits of the proposals, but we would welcome the views of this Conference which will eventually be communicated to local Governments.

RESOLUTION NO. 4.

All I have to say on this resolution is that it is supported by the Railways in so far as the policy set forth in it will encourage road motor services radiating and acting as feeders to railways, but it appears to me that if such monopolies are granted they will require to be very strictly controlled.

DRAFT SPEECH OF CHAIRMAN ON RESOLUTION NO.6.

You will see that we have made two alterations in the terms of this esolution, which now reads as follows:-

" This Conference considers that the present road development account should be continued at least for the duration of the present constitution. but hat the class of development to which it should be applied, should be re-onsidered"

The first alteration is to the effect that the present road develop-ment account should be continued at least during the present constitution. pon this point I think I can say quite definitely that the Government of India ave no intention of proposing the termination of either the levy of the surchar or road development or its application to roads. but you will have observed hat the White paper draws a distinction between excise duties and import duties and, as you are aware, the tax on petrol consists of one or the other according to the origin of the petrol. If Burma does not come into the fede-ration then the sums provided by way of excise on Burma petrol will in future fall under the head of imports. I mention these points to explain why in this resolution we have been somewhat guarded and have had perforce to make referennce to the change of the constitution. because, quite frankly, we have not had time to examine the full effect of the plan outlined in the White Paper, or to say exactly how under the new constitution effect could be given to our desire to continue the present arrangement. We are, however, fully alive to the fact that schemes of road development cannot be satisfactorily worked out until there is some assurance of revenue resources over a reasonable period of years, and you may rest assured that this matter is having our attention.

The second part of the change which we have made in this resolution s intended to throw open for discussion by you the whole question of the use o which this money should be applied. During the recent years of financial stringency we have had as a special case to agree that in certain cases pro-incial shares in this account might be applied to the relief of provincial evenues in the matter of ordinary maintenance, as an interest free loan to be estored to ~~the~~ development when circumstances permit. But I would like to make it quite clear that in this respect we do not propose to resile from the principle that the proceeds of this surcharge are intended

ior and should be applied to works of development and cannot be made available as a general rule for maintenance. For the rest our road development account has been in existence for some four years. It was commenced to some extent as an experimental measure, and it is only to be expected that the experience of four years will suggest certain modifications in its application, and this appears to us to be a suitable opportunity for discussing these.

Since the Jayakar Committee presented their report at a time of relative financial prosperity, very great changes have taken place, and we must now survey the whole situation. We shall all perhaps be agreed that the road system has become ~~sheowhat~~ somewhat unbalanced and that. desirable as all classes of road develop -ment may be, too much attention may in the past have been devoted to main roads to the neglect of rural feeder roads. Paragraph 76 of the Mitchell-Kirkness Report contains I think a fair statement of the present position in this matter. The Jayakar Committee were fully alive to the need for rural development for the improvement of the economic condition of the cultivator, but at a time when it - seemed that expenditure from provincial revenues on all classes of road development would continue at at least its then existing level. It appeared to them to be more appropriate that assistance from the centre should be confined to roads having some all-India significance, thereby releasing funds to supplement the other resourses of provincial Governments for the purposes of rural development. The anticipations of the Jayakar Commitee have unfortunately not been fulfilled, and we are conscious that during the last year or two there has been a feeling among local Governments that we were adhering unnecessarily strictly to the policy outlined by the Jayakar Committee and endorsed by the resolutions of the central Legislature, under the authority of which we are at present admistering this account. We feel that certain of the criticisms which have been made have considerable force, and that at a time when practically no other revenues are availble for road development, there should be a freer and wider discretion in selecting the schemes to which these resources should be applied. We are alive to the necessity, for the improvement of rural communications, in order to reduce the wastage in agricultural marketing and to improve the economic condition of the cultivator. We are aware that in the domain of rural development the sums which may be available in the road development account may be but a tithe of what is required, but the fact that our available resources might with great advantage be substantially supplemented, is no

reason why they should not, as far as they go, be applied in the field from wh
which the greatest economic benefit will result. If it is your wish that
we should adopt a somewhat different orientation in this respect and agree to
apply these resources in a somewhat different manner they can at least be
regarded as furnishing a nucleus for the commencement of a plan which will
be ready for expansion as funds permit. If in what I have said I have laid
great stress on the need for rural development, it must not be supposed that
we are not fully aware of one of the factors which has resulted in the
application of considerable portions of this account to existing trunk and
main roads. I refer to the fact of which were are all fully aware, that the
advent of mechanical transport on to these roads has resulted in very consi-
derable wear and tear, a large increase in the cost of maintenance, and the
necessity for re-construction in more durable materials or by improved methods
so as to reduce the cost of maintenance. To that extent we can say that the
road development account has provided funds for necessary expenditure which
will in time be found to have reduced the bill for maintenance and thus
release funds for other classes of development. It may be that the re-con-
struction of some existing roads in order to arrest rapid deterioration and
to reduce the heavy burden for maintenance must first be completed before fre
liabilities are undertaken on the construction or improvement of other roads
which will in turn have to be maintained, and we are only too well aware
that, if on the one hand, there is a great need for rural development, there
is, on the other, this urgent necessity.

That is the position as it appears to us, and we now await your
comments and opinions.

~~DRAFT~~

REVISED RESOLUTION NO. 6.

This Conference considers that :-

(a) the present road development account should be continued for the duration of the present constitution and would urge that provision for its continuance be made in the new constitution.

(b) the class of roads to which the road development account should be applied, including the maintenance of roads constructed from that account, be reconsidered.

(c) in present circumstances the most urgent need is an improvement in the efficiency, and a reduction in the cost, of the transport of agricultural produce to markets and thence to the railways; future road development programmes should be framed accordingly.

Report of the Committee appointed to suggest Amendments to the Mysore Motor Vehicles Rules.

Preliminary.

The Committee was constituted by the Government in their Order No. P. 5784-92—Legis. 56-28-11, dated 19th April 1930, with a view to examine the defects in the existing Motor Vehicles Rules and to suggest measures—

(i) for preventing accidents arising from structural defects of motor-vehicles or from the incompetence or carelessness of the drivers,

(ii) for placing on a satisfactory footing the system of licensing motor vehicles for use as public conveyances,

(iii) for simplifying the basis and methods of levy of permit fees in the case of such vehicles, and

(iv) for considering any other questions that may arise incidentally.

2. The members of the Committee as at first constituted were:

1. Mr. P. Mahadevayya, B.A., B.L. (*Chairman*).
2. „ C. Ranganatha Rao Saheb, B.A., B.L.
3. „ K. V. Anantharaman, B.A.
4. „ A. V. Ramanathan, B.A.
5. „ H. V. Ramaswami, M.A., B.L.
6. „ B. G. Appadorai Mudaliar, B.A., B.SC., A.M.I., MECH E.
7. „ H. C. Dasappa, B.A., LL.B.
8. „ H. R. Krishnamurthi, B.A.

By subsequent G. O.'s No. P. 6404-14—Legis. 56-28-17, dated 19th May 1930 and P. 2926-37—Legis. 27-30-4, dated 24th November 1930, Major Wynyard Wright, Mr. N. G. Sanjeeviah and Khan Bahadur A. A. Khan, Secretary to Government, Mysore Railways were added as additional members of the Committee.

3. The Committee met on the 10th and 11th April 1931 and concluded its sittings on the 20th April 1931. A statement showing the attendance at the meetings is also enclosed.

4. Suggestions were received from District Magistrates proposing certain points for consideration by the Committee. In addition to these some suggestions were kindly sent by Sir Charles Todhunter, Private Secretary to His Highness the Maharaja by Mr. B. G. Appadorai Mudaliar, Industrial Engineer and by the Secretary to Government, Mysore Railways. All these suggestions were placed before the Committee who examined them in detail and discussed their various aspects in the course of their sittings. The decisions arrived at by the Committee are indicated below in their appropriate places:

I. Measures for Prevention of Accidents.

Driving licenses.

The Committee are of opinion that the existing system regarding the licensing of drivers of public service vehicles is defective and needs to be revised so as to ensure in the case of public service vehicles a more competent class of drivers.

Age of eligibility for driving licenses of Public Service Vehicles.

(*a*). Under the existing rules the age of eligibility for obtaining a driving license is prescribed at 18 years and it is provided that in the case of applications for driving motor buses plying for hire, the applicants should have held a license for driving a motor car for not less than three years previously. This is not, in the opinion of the Committee, an adequate safeguard to secure a sufficiently competent class of drivers as regards public service vehicles. The Committee are of opinion that in the case of this class of drivers the age of eligibility should itself be raised to 25 years.

(*b*) Other precautions are also considered necessary to see that the applicant is familiar with and competent to drive such a vehicle. Under the existing rules, the authority that grants these licenses can hardly be said to possess the necessary qualifications for testing the ability of the drivers of buses plying for hire. The Committee consider it necessary that in the case of licenses to drive public service vehicles, the first license should in future be required to be obtained from a competent Board situated, to begin with, at Bangalore. The Board should examine the applicant on certain standard questions before issuing the license

Licensing Board.

The form to be prescribed for the said examination may be settled in consultation with the Industrial Engineer. [The Committee desire to mention in this connection that Mr. Appadorai Mudaliar is willing to draft the necessary form therefor.]

The Board may be constituted, to begin with, with the following officers as members thereof

1 Superintendent of Police, Bangalore City.
2. Do Mechanical Engineering School, Bangalore City
3. Do Industries, Bangalore.

A fee of Rs. 5 may be prescribed in the case of such applications for the first license.

(*c*) It is desirable that a Book of suitable instructions should be prepared and supplied to the drivers for their guidance on the lines of Handbooks issued by the South Indian Automobiles Association [In this connection the Committee desire to note that Mr. B. G. Appadorai Mudaliar has kindly consented to get the book prepared.]

Book of Instructions

(*d*) The existing rules regarding the Medical examination of drivers need also some revision. The medical examination should be by an officer of the Medical Department not below the rank of a District Medical Officer; and the examination should not only be on the usual lines but also be such as to ascertain particularly the soundness or otherwise of the special faculties of the applicant such as eye-sight, sense of hearing, etc. The fee for such an examination may be fixed at Rs. 2. The production of the medical certificate should be insisted upon at least once in three years by the licensing authority and it should also be provided, as has been recently done in Madras, that the licensing authority may require the production of the certificate at any time earlier when considered necessary.

Medical examination of drivers.

(*e*) The present rules as regards speed limits are not comprehensive. The speed limits to be fixed would necessarily vary according to the nature of the vehicle to be driven; and so far as motor cars and motor cycles are concerned, the current view that has found general acceptance is that all speed limits may be abolished in their case, and that it would be far better to rely on provisions prohibiting dangerous driving than on those enforcing of special speed limits. In the case of some classes of vehicles, however certain speed limits have to be fixed, and the Committee accordingly recommend, on the same lines as those proposed by the All-India Motor Vehicles Standardisation Committee, that a table of speed limits may be adopted as follows:

Speed limits.

The maximum speed at which any motor vehicle may be driven shall be:

(i) if the number of passengers does not exceed	No fixed limit
(ii) if it exceeds 20 passengers	30 miles per hour.
(iii) in the case of vehicles other than passenger vehicles	25 miles per hour
(iv) in all cases never at a speed which is likely to be dangerous to the public."	

(*f*) The Committee consider that road signals in use at present are not of uniform types and it is necessary that standard signals should be required to be provided by the Public Works Department in a more systematic manner all along routes:

Road Signals

(*g*) In regard to the use of lights, the Committee recommend that a further provision may be made in the existing rules for recognising other 'anti-dazzle devices' as had been done previously.

Lights.

(*h*) As regards control of traffic, the Committee are of opinion that the existing system of checks by the police constables, to be done at every way-side Police station however short the distance may be, is resulting in some hardship to the bus owners as well as to the public, and leads to much avoidable delay. The Committee consider, therefore, that checkings at Police stations should be confined to stations situated at headquarters of taluks or other specified places situated at not less than 25 miles apart. In cases in which irregularities are observed, the usual procedure to be adopted should be to ascertain the number of the permit and proceed against the persons concerned rather than ordinarily to take away the permit which may have the effect of stopping the bus altogether.

Control of traffic.

(*i*) Under the existing rules, the Superintendent of Industries is not found included in the list of officers who have the authority to inspect the buses and direct their being stopped if found unfit. The Committee approve of the suggestion that he should be included in the said list.

Inspecting Officers.

II. Licensing of Public Service Vehicles.

The existing system of licensing of public service vehicles needs to be placed on a more satisfactory footing. The present arrangement of fixing a certain number of services in consultation with the Executive Engineer and other local authorities is not beneficial in its results either from the point of view of the bus owners in general or the satisfactory exercise of the discretion of the licensing authorities. The Committee accordingly recommend, after a full discussion of the subject in all its aspects, that in place of the present rule of fixing a particular number of services, power may be conceded generally for the issue of licenses by the District Magistrates, subject only to certain well defined conditions such as the following :–

Conditions regranting permits.

(i) the applicant must own the bus or buses in his own name :

(ii) he must have reasonably sufficient financial resources (as is now being insisted upon in the case of Excise contracts);

iii) permits should not be given to people who produce old or condemned buses

iv) in giving a new permit care should be taken to see that timings are so adjusted that it will not take away the custom of the existing bus-owners; the existing owners who would be affected should have an opportunity of being heard before the timings are fixed.

if these conditions be insisted upon, there will, in the opinion of the Committee, be no need for fixing any particular number of buses with respect to particular routes, as they will automatically fix themselves by the operation of these conditions.

The Committee are of opinion that the existing practice of each District Magistrate granting permits in respect of routes in his jurisdiction involves some hardship to persons who seek permits for routes situated partly in one district and partly in another. There are instances in which one District Magistrate issues the permit while other District Magistrate refuses to do so though the distance in his jurisdiction may be comparatively short. To compel parties to choose for their services so much only of the distance as is situated within the districts will be impracticable and will lead to inconvenient results. The Committee are of opinion that some solution has to be found for this difficulty and recommend accordingly that if a bus has got to run through more than one district, the bus owner may obtain a permit from the District Magistrate of the district within whose jurisdiction the major portion of the distance lies, subject however to the understanding that the District Magistrate of the other District or Districts concerned should invariably be consulted before the permit for the entire outer is granted. In the case of renewals, however, it should be provided that the party may approach any of the District Magistrates who shall have power to renew the permit for the entire route.

Permits in respect of routes situated in two or more Districts.

so that at select centres the right of bus traffic may be sold by public auction as in the case of Excise contracts. As matters stand at present, there are insuperable difficulties in the way of conceding contracts in favour of monopolists for a number of years. Difficulties are experienced even in the case of the excise contracts as a few monopolists form themselves into groups and generally conspire to bring down the revenue. The bus services are at present owned by individual proprietors whose interests will materially suffer if the traffic is sold to monopolists. Even under the existing rules the power is vested in the Government under Rule 30 (2) (e) to auction the right to bus traffic in any select route; but there has been such opposition in the Representative Assembly to this principle being accepted that it has not been possible to apply the rule in any particular case. The question was discussed in the Representative Assembly in its session of June 1928 on an adjournment motion and the general sense of the Assembly was that it would lead to great hardship if any system of monopoly was recognised in regard to bus traffic. The Committee are, therefore, of opinion that in the present state of lack of co-ordination amongst the bus owners, it will be too early to think of any scheme of amalgamation and sale of the right to bus traffic treating it as a monopoly. The Committee are agreed that some measures have to be devised for preventing undue competition with the railways and are also of opinion that the present rules are defective and not sufficiently comprehensive in many particulars as pointed out by Sir Charles Todhunter. On these points the Committee have made recommendations as set forth above which in their opinion are likely to render the services more efficient than at present.

General.

Several other amendments of a general character have been suggested by us and they are embodied in the statement appended hereto.

APPENDIX I.

(1) A definite rule should be made to prohibit the overtaking of another bus while in motion. Buses giving side to rear buses must be required to stop invariably.

(2) Drivers must be prohibited from smoking while on duty.

(3) The responsibility for the safety of passengers and for the fulfilment of other conditions should be on the driver, and the system of licensing conductors is not desirable and may be discontinued.

4) The builders of bodies of buses should be required to specify the weight of the body, and if this is not done it may be presumed to be at 700 lbs.

5) Inspections may be made quarterly in the case of buses plying in ghat roads, but in the case of others, it is sufficient to have half-yearly inspections.

(6) G and H permits may be issued separately in book form.

(7) Provision may be made for recovery of permit fees in the same way as arrears of land revenue.

(8) Special permits may be insisted upon as under Rule 30 (g) of the Madras rules, for plying motor vehicles in unlicensed routes.

(9) Carrying of explosives in motor vehicles may be prohibited subject to exemption in the case of safely packed cartridges for small arms which a passenger may take.

(Sd.) P. Mahadevayya (*Chairman*)
" A. V. Ramanathan.
" K. V. Anantharaman.
" H. R. Krishnamurthi.
" B. G. Appadorai Mudaliar.
" H. C. Dasappa.
" N. G. Sanjeeviah.

C. SUBRAMANYA AIYAR,
Secretary to the Committee
1st August 1931.

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THE

MYSORE MOTOR TRANSPORT COMMITTEE

1932-33

VOLUME I

REPORT AND PROPOSITIONS

BANGALORE:
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1933

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PERSONNEL OF THE COMMITTEE.

Sir Charles Todhunter, K.C.S.I., J.P., (*Chairman*).

Mr. B. Abdur Rahmon, B.A.

„ B. K. Garudachar.

„ F. A. Hamilton, C.I.E.

Khan Bahadur Pheroshaw Pollanjee.

Mr. B. S. Puttaswamy, B.A., B.L.

, S. K. Rajagopala Iyer, B.A.

„ H. V. Ramasvami, M.A., B.L.

„ M. G. Rangaiya, B.A., B.E.

„ H. Rangachar, M.A., (*Secretary*).

MOTOR TRANSPORT COMMITTEE.

The Committee appointed in G. O. No. P. 21-29—Legis. 36-32-3, dated the 10th October 1932, to enquire into the matter of the regulation and taxation of motor transport, beg to submit their report.

The Committee have held twelve meetings and have examined 47 witnesses. They have also received a large amount of literature from other States and Provinces, and desire to express their special acknowledgments in this respect to Mr. N. N. Ayyangar, Deputy Secretary to the Government of Bombay, Public Works Department, to the officials of the Indian Roads and Transport Development Association, and to the Report of Messrs. Mitchell and Kirkness, which reached them just in time for consideration in connection with the latter part of their enquiry.

Owing to pressure of time, the form in which the Report is presented is unusual. It can best be explained by a reference to the procedure adopted by the Committee. This was, as the study of each branch of the subject was completed, for a note to be prepared for presentation to the Committee, together with a series of propositions arising out of the note. The Committee then discussed and modified the propositions so prepared, and made a record in their proceedings of the reasons for the amendments made. What is now presented to the Government is (1) a complete list of the propositions as finally arrived at, backed by (2) a copy of the notes on which the original propositions were based, and (3) a copy of the proceedings which explain the reasons why some of these were modified.

The Report is presented in this form in view of the fact that it is understood that the Dewan desires to be in possession of the recommendations of the Committee before he leaves for Europe, and of the fact that the general conference on the Mitchell-Kirkness Report is to be held on the 24th April 1933. It can be replaced, if the Government so desire, by a coherent report, in which the original notes are modified in terms of the subsequent proceedings, and the propositions take their place as a summary of the whole. As, however, the Simla Conference is likely to involve far-reaching decisions on the whole subject, it may perhaps be doubted if it is worth while to recast the material collected by the Committee in the manner suggested.

While realising that the scheme of taxation that they put forward is far from ideal, the Committee think it right to point out that it has been arrived at only after a prolonged consideration of different alternatives and a prolonged balancing of the claims of different interests; and they feel they are entitled to ask that it be considered as a whole, and that single features of it, which may have been adjusted to meet the claims of other parts of the scheme, should not be considered as if they stood alone.

The Committee desire to record their acknowledgments to Mr. H. Rangachar, M.A., whose intimate knowledge of the railway side of the case, coupled with his untiring industry in the study of the other aspects of it, has been of the greatest value to them, and also to the members of the staff, Messrs. Zia Muhammad, B.A., Hanumanthappa and Vancheswara Iyer, B.A., who have shown unfailing diligence in the duties allotted to them.

P. POLLANJEE,
B. A. RAHMON,
M. G. RANGAIYA,
F. A. HAMILTON,
S. K. RAJAGOPALA IYER,
B. K. GARUDACHAR,
B. S. PUTTASWAMY,
H. V. RAMASVAMI,

Members.

H. RANGACHAR,
Secretary.

C. G. TODHUNTER,
Chairman.

PROPOSITIONS.

Introductory.

1. The development of motor transport has introduced a new factor in the life of nations. [1]*

2. While this is beneficial in its general results, it has given rise to many problems. [2 to 5]

3. The progress of social organisation has not kept pace with that of invention. [2 to 5]

4. The growth of vested interests has increased the difficulties. [2 to 5]

5. The whole world is now in process of dealing with the problems raised. [7]

6. In the case of problems connected with railways, the chief directions in which remedies are being sought are :—

(*a*) Co-ordination of policy;
(*b*) Substitution of co-ordination in practice for competition;
(*c*) Improvement of the railway services;
(*d*) The granting of complete or partial monopolies of road services to railway companies. [10 to 64]

Stage Carriages.

7. In the case of the bus traffic generally, there is a tendency everywhere, with one or two exceptions, to a greater or less degree of State control, extending in extreme cases to complete socialisation. [10 to 64]

8. The system adopted under the English Road Traffic Act seems to be the best adapted to meet the difficulties that have arisen in Mysore. [240]

9. Under this system, the licensing of public service vehicles is entrusted to Commissioners, who are required to satisfy themselves as to—

(*a*) the suitability of the route or routes for the traffic;
(*b*) the extent to which the needs of the proposed routes are adequately served;
(*c*) the extent to which the proposed service is desirable in the interest of the public;
(*d*) the needs of the area as a whole in relation to traffic;
(*e*) the co-ordination of all forms of passenger transport, including transport by rail. [12]

10. They may also make conditions for securing that :—

(1) the fares shall not be unreasonable;
(2) the rates shall be so fixed as to prevent, in the public interest, wasteful competition with alternative forms of transport;
(3) copies of time and fare tables shall be carried on the vehicle;
(4) passengers shall not be set down or picked up at other than specified places.

11. Other important provisions of the Act are—

(i) making compulsory the insurance of all motor vehicles against third party risks;

(ii) requiring that the wages paid to road service employees shall be fair wages, and providing for appeal by any organisation of employees to the Industrial Courts. [13]

12. The existing system in Mysore is in advance of many others, especially in respect of the levy of taxation on the mileage run. [59 to 65, 75]

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* The numbers in brackets indicate the paragraphs of the Note for the Committee in which the subject is dealt with.

13. The defects that have been noticed arise, not so much out of the rules themselves, as out of the way in which they have been administered. [94]

14. The absence of co-ordination of the policy of district authorities is particularly noticeable. [246]

15. The services could have been run at reasonable profit if reasonable fares had been charged. But the grant of an excessive number of licenses has led to cut-throat competition and widespread loss. [97]

16. The first condition of the improvement of the system is the appointment of a central authority, which should lay down complete conditions governing fares, time-tables, number of vehicles to be run, nature of vehicles to be used, rates of wages and hours of work, and other matters. [95, 238, 254]

17. Another essential should be insurance against third party risks. [117]

18. These conditions being laid down, a definite schedule of services should be framed and licensees for these services should be selected by the central authority, regard being had to the following matters among others:—

(*a*) the licensees must be of sufficient substance to manage the services efficiently, and to that end, it is desirable that they should make a deposit which can be drawn upon in case of breach of the rules;

(*b*) some provision for competition should be maintained, but, the rates being fixed, the competition must be in respect of the efficiency of the service

(*c*) for services other than inter-provincial services, preference may be given to Mysoreans as against outsiders;

(*d*) other things being equal, preference should be given to the existing permit holders as against new comers.

(*e*) it should be a condition of licensing a motor bus service that the licensee has ample garage accommodation.

(*f*) preference should be given to applicants who can show that they have made adequate provision for running repairs. [96 and 98; Proceedings page 24]

19. The principal tax should still be on the mileage run. [189]

20. If reasonable fares are charged, there is a margin of 2 annas a mile out of which taxes can be paid. [120]

21. In the case of what are known as "Railway Competition Roads," the only logical solution, when the road runs parallel and close to the railway, as in the case of the routes from Bangalore to Chamarajanagar and from Bangalore to Chickballapur, is for the Railway Department to be given the exclusive option of running such services as the controlling authority may lay down. [121, 122]

22. These may include extensions which form feeders to the railway when the controlling authority cannot secure independent licensees to run them. [121, 122]

23. On roads that short-circuit the railway, the railway need not be given a monopoly, but may be favourably considered in making the selection of licensees. [121, 122]

Tolls.*

24. Theoretically, tolls are an unsound method of taxation. Practically, they afford the only means of levying from the bullock cart a payment proportionate to the use made of the metalled roads; and if they are retained for that purpose, it is sound policy to retain them also for the purpose of the taxation of motor vehicles coming from other jurisdictions. [148, 149, 153, 155]

25. Practically, the working of the toll-gates in Mysore is worse than it need be. This is due to the multiplicity of authorities under whose orders tolls are levied, to the confusion of the law and rules, and to the practice of employing the system of farming. [146, 150]

26. Tolls levied in small municipalities are not taxes on transit, nor are they spent on the roads. They are merely terminal taxes, and should be given that name. [152]

Note.—Mr. Puttaswamy was not wholly convinced in regard to these propositions. While conceding that the Committee's proposals were logical, if only the question of taxation on transport was under consideration, he contended that, when the whole of taxation of all sorts, direct and indirect, was taken into account, the agriculturist was paying more than other classes of the community and therefore should be exempted from tolls.

27. The tolls levied in the Bangalore and Mysore Cities are supplements to the vehicle tax. If, as is proposed later, that tax is made leviable on all cars possessed in the State, the collection of tolls from motor cars at these gates may cease. [167, 196]

28. The Provincial and District Board gates should be managed by one traffic authority, under one law, and distributed throughout the State in such a way as to equalise the burden of the tax so far as possible. These gates should be provided with proper buildings, and with barriers that can be easily seen and quickly removed. The business of the gates should be conducted by a Government staff, in uniform and under proper control, the members of which should also perform duties connected with traffic control and traffic registration. [151, 249]

29. Buses which pay mileage cess should be exempt from tolls. In other cases, tolls should be levied. [149, 172, 180]

30. The rate of tolls levied on bullock carts should be halved. That on lorries of unladen weight of over 30 cwt. should be raised to Rs. 3. [155; Proceedings page 18]

31. The rules relating to exemption from tolls should be drastically revised, and exemptions limited to (1) the case of actual agriculturists, using the roads for agricultural purposes, and (2) the case of privileged persons and of goods belonging to them. It is economically unsound to exempt from tolls goods belonging to a commercial Government Department in order to give them an advantage in competition, and all existing exemptions of this nature should be cancelled. [Proceedings page 18]

32. Active endeavours should made to popularise the use of wider tyres and better fitting axle-boxes on bullock-carts, and lower rates of tolls should be levied in the case of carts with tyres of a width of over 2½". [154]

33. The Forest Department should compel their contractors to use broad wheeled vehicles, which should pay tolls at the usual rates. All other timber carts should pay at the rate of eight annas for carts with narrow wheels and drawn by two bullocks and four annas for similar carts with broad wheels. [155]

34. The above proposals relate to tolls levied for maintenance. In the case of development works, it is legitimate, after construction of a work, to levy tolls on all traffic for a term of years in order to pay for the work. [156]

35. The following tables exhibit the rates of tolls proposed to be levied and enumerates the exemptions proposed to be given:—[155; Proceedings page 18]

BRIEF SCHEDULE OF RATES OF TOLLS.

		Rs.	a.	p.
Motor Vehicles.—				
1.	On every motor cycle with or without a side car	0	4	0
2.	On every four-wheeled motor passenger vehicle constructed to carry less than eight persons	1	0	0
3.	On every motor bus as defined in the Mysore Motor Vehicles Rules..	2	0	0
4.	On every motor lorry, the unladen weight of which does not exceed 30 cwt.	2	0	0
5.	On every motor lorry, the unladen weight of which exceeds 30 cwt....	3	0	0
6.	On every other four-wheeled vehicle propelled by steam or other motor power	3	0	0
Other Vehicles.—				
1.	On every four-wheeled carriage	0	8	0
2.	On every two-wheeled carriage on springs other than a jutka or ekka.	0	4	0
3.	On every two-wheeled ekka or jutka laden ..	0	2	0
4.	Do do unladen ..	0	1	0
5.	On every other vehicle with springs, including tricycles ...	0	2	0
6.	Do cart or other vehicle drawn by two bullocks, buffaloes, horses, ponies, asses or mules, if laden with goods other than timber	0	2	0
7.	Do do do with timber ..	0	8	0
8.	Do do do if not laden ...	0	1	0

Half of the above rates are leviable on bullock carts with tyres over 2½" wide.

The rates are increased proportionately for carts drawn by a larger number of animals, and reduced for carts drawn by single animals.

---

* *P. S. by Chairman.*—Stone might also have been included.

EXEMPTIONS FROM TOLLS.

(i) Vehicles belonging to His Highness the Maharaja and His Highness the Yuvaraja of Mysore.

(ii) Vehicles belonging to the Hon'ble the Resident in Mysore.

(iii) Vehicles belonging to the Dewan of Mysore.

(iv) Vehicles belonging to the Postal Department and used exclusively for the carriage of mails.

(v) Vehicles belonging to or exclusively engaged by British or Mysore Military or Police Officers in uniform and on duty.

(vi) Vehicles belonging to members of the traffic staff or to officers of the Public Works Department when engaged on duties connected with the roads within their jurisdiction.

(vii) Vehicles belonging to the Presidents of District Boards, when used by them on duty within their districts.

(viii) Vehicles of States or Provinces with which reciprocal arrangements for exemption have been come to.

(ix) Vehicles belonging to the Sanitary Bureau

(x) Vehicles used for ambulance purposes.

(xi) Motor cycles and cars which have paid the road tax.

(xii) Motor buses on account of which mileage cess is paid.

(xiii) Motor lorries that pay service tax.

(xiv) Motor lorries that pay road tax, when plying within the radius fixed.

(xv) Carts of agriculturists living within a radius of 5 miles of any toll-gate should be free from tolls in respect of such gates when employed for agricultural purposes.

(xvi) Bullock carts which within the previous 24 hours have paid tolls at any other Government toll-gate in Mysore.

Other taxes on the Motor Traffic.

36. Mileage cess and tolls being accepted as part of the system, it remains to build up round them a balanced scheme of taxation which will be fair to all classes of vehicles. [158]

37 The issues have been a good deal confused by variations in system and by the use the registration fee for purposes of taxing the traffic. [157, 175, 176, 181]

38. The general tendency is towards adoption of a State or Provincial tax on the basis of seating capacity, weight or area. It is likely that reciprocity will in future depend on payment of this tax, and it is desirable therefore that it should form a part of the system. [161, 162]

39. Another general tendency is to apply an additional tax to vehicles plying for hire.

40. Fees are unnecessarily numerous and should be limited so far as possible. [157]

41. After examining a number of alternatives, the Committee consider that the best general scheme of taxation in the circumstances of Mysore would be one combining the following taxes :-

(*a*) A 'vehicle' tax, which is partly a tax on status and partly a tax on "availability," and would involve the extension of the existing City Municipal tax throughout the State.

(*b*) A 'road' tax, which is a payment for use of the roads, throughout the State, and is in effect an optional commutation of tolls. It would be based upon unladen weight.

(*c*) A 'service' tax, which is a charge for the privilege of plying for hire. This would be based on seating capacity in the case of passenger vehicles and on unladen weight in the case of lorries.

(*d*) A mileage cess. This is a special charge for the grant of a limited monopoly of the right to ply and pick up and set down passengers along fixed routes.

(*e*) Tolls.—These are intended primarily for other road users and are the only equitable means of taxing bullock carts for the use of metalled roads. But they also supply a valuable adjunct to the system of taxation of motor vehicles in providing an easy means of collecting their share of road maintenance from cars, whether registered within or outside the State, that have not paid the road tax and private lorries that are plying outside the fixed radius assigned to them.

42. In applying these taxes it is desirable to maintain the existing City rates for the vehicle tax, and the Madras rates, so far as possible, for the road tax. The rates for the service tax will vary with the nature of the vehicle and the nature of the service. [165, 167, 170]

43. The case of vehicles plying for hire, whether stage or contract carriages, in cities, differs from the case of stage carriages outside, and is subject to a number of special considerations.

All things considered, the fairest way of dealing with these carriages at present seems to be to impose a service tax based on seating capacity at a single rate of Rs. 30 a seat for all classes of carriages, and to remit a number of miscellaneous fees. [190, 191, 192; Proceedings pages 25 and 26]

44. In the following paragraphs, an attempt is made to exhibit the cumulative effect of the Committee's proposals as regards each class of vehicles in turn :-

(1) Motor Cycles

(*a*) should pay a registration fee for purposes of identification at the rate of Rs. 4 for motor cycles below $3\frac{1}{2}$ horse power, and Rs. 8 for other motor cycles and for motor cycles with side cars.

(*b*) should pay a vehicle tax of Rs. 10 per annum for motor cycles and Rs. 15 per annum for motor cycles with side cars.

(*c*) should have the option of paying a road tax at the following rates, or of continuing to pay tolls [165 ; Proceedings pages 20 and 23] :—

	Rs.
Bicycles	30
(ii) Bicycles, if used for drawing trailers or side cars	40
(iii) Tricycles	40

(2) Motor Cars

(*a*) should pay a registration fee for purposes of identification at the following rates :—

	Rs.
For light cars	16
For heavy cars	32

A car registered in some jurisdiction other than the Mysore State or the Civil and Military Station which is freshly registered with a Mysore number should pay a fee of Rs. 8.

(*b*) should pay a vehicle tax of Rs. 18 per annum for cars below 15 cwt., and Rs. 30 per annum for cars above 15 cwt.

(*c*) should have the option of paying a road tax at the following rates or of continuing to be liable to tolls [166 ; Proceedings pages 20, 21 and 23] :—

Class of vehicles	For vehicles fitted with pneumatic tyres	For other vehicles
	Annual Tax	Annual Ta
	Rs.	Rs.
Motor vehicles		
(a) weighing not more than 15 cwt., unladen ...	70	100
(b) weighing more than 15 cwt., but not more than 30 cwt., unladen.	100	150
(c) weighing more than 30 cwt., but not more than 45 cwt., unladen.	130	200
(d) weighing more than 45 cwt., but not more than 60 cwt., unladen.	160	240
(e) weighing more than 60 cwt., unladen ...	200	300
(f) Additional tax payable in respect of such vehicles when used for drawing trailers—		
(i) for each trailer not exceeding 1 ton in weight unladen.	40	60
(ii) for each trailer exceeding 1 ton in weight unladen.	80	120
Provided that two or more vehicles shall not be chargeable under this class in respect of the same trailer.		

(*d*) if licensed to ply for hire, should be free of vehicle tax, but should pay a tax on seating capacity of Rs. 30 per seat, excluding the driver's seat, and should be liable to tolls. [192; Proceedings pages 25 and 26]

(3) Motor Buses

(*a*) should pay a registration fee for purposes of identification at the following rates :—

Light	...	..	..	Rs. 16
Heavy	..	...	...	„ 32

(*b*) if not licensed to ply for hire, should pay a vehicle tax of Rs. 60 per annum.

(*c*) if licensed to ply for hire, but for a strictly limited purpose only, *e.g.*, in the case of a hotel bus, should pay a vehicle tax of Rs. 100 per annum.

(*d*) if licensed to ply for hire in any other case, should pay a service tax on seating capacity at Rs. 7-8-0 a quarter, or Rs. 30 a year: the driver's and conductor's seats not to be counted in calculating this tax.

(*e*) should have the option of paying a road tax at the rates shown under motor cars or of continuing to be liable to tolls.

(*f*) if used as part of a service running on a fixed route in a rural area, should pay mileage cess at 6 pies a mile, and should be exempted from tolls.

(*g*) There should be no extra charge for railway competition roads, but the Railway Department might be given a partial or complete monopoly subject to their paying the tax on seating capacity and mileage cess.

(*h*) if licensed to run on special trips, should pay mileage cess at 9 pies per mile and should be exempted from tolls.

(*i*) should be subject to periodical examination, but should be exempted from inspection fees. [121, 122, 170, 171, 189; Proceedings pages 21, 22, 23 and 26]

(*a*) should pay registration fee for purposes of identification at the following rates :—

Light		16
Heavy, *i.e.*, over 2 tons in weight unladen	...	„ 32

(*b*) should pay a road tax on unladen weight at the following rates [174; Proceedings pages 26 and 27]:—

Class of Vehicles	Quarterly tax: For vehicles fitted with pneumatic tyres	Quarterly tax: For other vehicles
	Rs.	Rs.
Motor vehicles used in the course of trade and industry for the transport or haulage of goods or materials, including tricycles weighing more than 8 cwt. unladen.		
(a) Vehicles not exceeding 15 cwt., in weight, unladen ...	30	45
(b) Vehicles exceeding 15 cwt., but not exceeding 25 cwt. in weight, unladen.		70
(c) Vehicles exceeding 25 cwt., but not exceeding 30 cwt. in weight, unladen.	70	90
(d) Vehicles exceeding 30 cwt., but not exceeding 35 cwt. in weight, unladen.	90	115
(e) Vehicles exceeding 35 cwt., but not exceeding 50 cwt. in weight, unladen.	112	150
(f) Vehicles exceeding 50 cwt., but not exceeding 70 cwt. in weight, unladen.	150	185
(g) Vehicles exceeding 70 cwt., but not exceeding 100 cwt., in weight, unladen.	175	225
(h) Additional tax payable in respect of such vehicles when used for drawing trailers.		
(*a*) For each trailer not exceeding 1 ton in weight, unladen ...	60	85
(*b*) For each trailer exceeding 1 ton in weight, unladen ...	125	160
Provided that two or more vehicles shall not be chargeable under this clause in respect of the same trailer.		...

Lorries with two wheels fitted with solid tyres and others fitted with pneumatic tyres should pay at the rates for those with solid tyres.

(*c*) should be subject to periodical examination, but should be exempted from inspection fees.

(*d*) Licenses for private lorries should be granted only when it is established that they are necessary for the applicant's business, and should be limited to a fixed radius. When plying outside that radius such lorries should be liable to tolls.

(*e*) Lorries licensed to carry goods other than those of the owners should pay a service tax of 50 per cent of the road tax, but should be exempt from tolls.

(*f*) Lorries and other mechanically propelled vehicles of over five tons should be prohibited from using the roads except on special permission.

(*g*) Lorries should be prohibited from carrying more than three persons apiece, in addition to the driver, except under a pass given by an authorised person. [173]

45. Drivers and conductors should pay fees at the rates shown below [184]:—

	Rs
Drivers—	
First license	5
Annual renewal	3
Conductors—	
License	1

46. The road tax should be leviable quarterly, and a distinctly coloured disc signifying payment of the same should be attached to the wind screen. A disc with a different shape should be issued for vehicles which are exempted from the tax. [179]

47. The Government toll-gate staff should be instructed to allow cars bearing these discs to pass without stopping, but should keep a careful record of vehicles passing their gates both for taxation and for statistical purposes. [151, 179]

48. It is the duty of the Municipal Authority to provide stands for vehicles licensed to ply for hire. [187]

49. The necessity for the provision of places for parking private cars is likely shortly to arise, and the Municipal and Traffic Authorities should be prepared to meet it. [188]

Finance.

50. The Committee have been asked to report on the question of the best method of maintenance of roads under the new conditions. [193]

51. For this purpose, the first thing to be done is to estimate the revenue likely to be available. The following are the details of the Committee's estimate of recurring revenues. [206; Proceedings page 26] :—

	Rs.
Registration fees	9,600
Drivers' and conductors' licenses	11,480
Fees for the possession and transport of petrol ..	3,530
Service tax	29,000
Road tax	6,89,910
Vehicle tax	9,000
Mileage cess	3,91,000
Share of the Local Fund Cess	3,80,000
Tolls	1,50,000
Fines and forfeitures	20,000
Contribution of the general taxpayer	6,75,000
Total ...	23,68,520

52. In addition to these revenues, there is a revenue applicable to development purposes under the following heads. [207, 208] :—

	Rs.
The share of excise duty on petrol	3,00,000
Interest on railway cess fund	1,50,000

53. In addition to this again is the capital of the railway cess fund, which is never likely to be expended on railways, amounting to 29 lakhs. [209, 210]

Erratum.—In the above table, the figure under 'Service tax' should be Rs. 5,12,190, and that under 'Road tax' Rs. 1,77,720, the total remaining unchanged.

54. On the expenditure side there have to be dealt with five classes of roads [212] :—

	Miles
Class I roads	
(*a*) With very heavy traffic	453
(*b*) With heavy traffic	25
Class II roads	
Other main trunk roads and arterial roads	1,737
Class III roads	
Other metalled roads	1,509
Class IV roads	
Gravelled roads	1,330

55. The average cost of ordinary and special repairs of all but Class I (a) roads has amounted in the past to Rs. 8,37,291. [214]

The average cost of development works has amounted to Rs. 2,68,000. [215]

Deducting the cost of these works from the total of the recurring revenue available, there is a balance of Rs. 17,13,229 per annum, or Rs. 85,66,145 for a five-year period. [216]

56. The average cost of maintenance of the 453 miles of Class I (a) roads with very heavy traffic for five years would be Rs. 6,08,750. [220 ; Proceedings page 26]

If this is deducted from the amount available, there is left a balance of Rs. 79,57,395. [221]

57. The approximate cost of re-surfacing the 453 miles of roads with very heavy traffic—135 miles with tar grouting and 318 miles with tar surfacing only,—is estimated at Rs. 71,26,200. [219]

58. It is hoped that, if the work were taken up on a five-year programme, this cos d. [222]

59. e ample funds available for dealing with the whole of the 453 miles of road with very heavy traffic as well as for maintaining the remainder of the roads, and there would be a balance of Rs. 8,31,195, or Rs. 1,66,239 per annum, available to meet the expenses of the Road Board and to cover the cost of the Road Traffic Staff. [221]

60. The compensation to District Boards and Municipalities should be based on the average of their collections for the past three years. This calculation to be subject to revision every three years by an independent tribunal. [237]

District Board Railways.

61. The advent of motor transport has completely altered the aspect of District Board railway projects. [223]

62. Even the projects already completed need further examination, but the materials for this are not at present available. [224]

63. The funds accumulated for projects that have not yet been undertaken belong to the districts of Kadur, Tumkur and Chitaldrug. [225]

64. A recent survey shows that none of the projects in these districts can possibly be remunerative. [226, 227, 228]

65. The sum accumulated by the Kadur District Board would amply suffice for re-making the Kadur-Chikmagalur road and for putting a fleet of buses on it, whereas it would only pay a part of the cost of a railway which could never be remunerative. [226]

66. The Tumkur and Chitaldrug Districts are the two districts in the State that need roads more than any other. They also need bridges. [230, 231, 232]

67. The obvious conclusion is that the railway cess funds should be expended on a programme of new road works, which might be made remunerative. The collection of the cess should be discontinued except when it is necessary to meet existing obligations. [233]

68. It would even be legitimate to spend part of them on modernising existing roads. [234]

69. If the Railway Department are to run bus services themselves, they might also undertake them on behalf of District Boards. [235]

Administration.

70. The first essential of the system of the future is co-ordination at all tages. [238, 245, 254]

71. So far as concerns the law and rules, the All-India Act deals with motor offences and registration for purposes of identification. [239]

72. Taxation has become a matter for provincial legislation. [239, 160, 161]

73. In the case of Mysore a new Regulation will be necessary, if the proposed new taxes are approved, as well as some modifications of the Municipal and District Board laws. It will also be well to borrow several provisions of the English Law. [240]

74. In the matter of rules, the draft model rules now under consideration, with possibly slight additions, seem likely to suit the case of Mysore [241 to 244].

75. Now that motor transport has become a factor in the life of the people, an active 'safety first' campaign is necessary. [243]

76. The bicyclist is a great danger, and it might be considered whether he should not be required to take out a license. [243]

77. There should be special provision for enquiry into motor accidents as in the case of railway accidents. [244]

78. It seems probable that an All-India co-ordinating authority will be set up as a result of the Simla Conference. [245]

79. Meanwhile it is very desirable to secure co-ordination and reciprocity between Mysore and its neighbours, Madras and Coorg. [245]

80. In the case of the Civil and Military Station, something more than co-ordination is necessary, and it is suggested that the Residency should be moved to agree to a joint system of administration. [245]

81. The difficulties that have arisen in the past through different interpretations of the same rules indicate the necessity for a co-ordinating authority as between districts. [246]

82. It is also essential that there should be co-ordination as between the road and the railway policy. [247]

83. And between the State Traffic Authority and the authorities responsible for giving the mail contracts. [248]

84. The co-ordinating authority suggested is a Traffic Board consisting of the following members:—

1. The Member of Council in charge (President).
2. The Inspector-General of Police.
3. The Agent, Mysore Railways.
4. The Chief Engineer, P. W. D.
5. The Director of Industries and Commerce.
6. A representative of motor bus companies.
7. A representative of other motor owners.
8. A representative of the agricultural population.
9. A representative of the Chamber of Commerce.
10. The Traffic Manager (Secretary to the Board).

85. The Secretary to the Board should also be a Traffic Manager with a varied list of duties. [254]

He should be assisted in his functions by District Traffic Inspectors, who should have the powers of Inspectors of Police and should work under the direct orders of the Deputy Commissioners. [251, 252]

Under them, again, should be the traffic controlling staff, who should be fewer in number, but of a higher degree of intelligence and training than at present [250].

86. The staff at toll-gates will also be very valuable in connection both with traffic control and with road registration. [249]

W D 1998—GPB—200 —8-4-33

Mscz. 6]

MUZRAI SECRETARIAT.

(*Continuation sheet draft form.*)

Index 38-33-1

No P2372-79

D/ 22.11.33

To

The Deputy Commissioner of [illegible]

Sir,

I am directed to forward herewith a copy of the Report of the Supreme Motor Transport Committee and to request you to be so good as to furnish Government at an early date your opinion on the several recommendations contained in the Report.

I have etc

for Secretary

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

No. P 2372-79

Dated, Bangalore, 21st November 1933

From

The General Secretary to the Government of His Highness the Maharaja of Mysore.

To

The Deputy Commissioners of Districts

Sir,

I am directed to forward herewith a copy of the Report of the Mysore Motor Transport Committee and to request you to be so good as to furnish Government with your opinion at an early date on the several recommendations contained in the Report.

I have the honour to be,
Sir,
Your most obedient servant,

for General Secretary to Government.

Psk

3467
P

No. L. G2-834/33-34.
Encl.

OFFICE OF THE DISTRICT MAGISTRATE
MYSORE DISTRICT,

Dated, Mysore 19th December ..... 193 3.

Lrgs 246-33-2

From

C.S.Kuppuswamiengar, Esq.,
District Magistrate,
Mysore District, Mysore.

GENERAL SECRETARY
21 DEC. 1933
No

To

H.V.Ramasvami, Esq., M.A.,B.L.,
General
Secretary to the Government of Mysore,
Bangalore

Sir,

With reference to your letter No.P.2372-79 dated 21st/22nd November 1933 forwarding a copy of the report of the Mysore Motor Transport Committee for my opinion on the several recommendations contained therein, I have the honour to state as follows regarding some of the recommendations.-

Para 16:- I doubt the desirability of a central authority being given the power to select services. I however see no objection to the existence of such an authority for laying down conditions governing fares, number of vehicles to be run and nature of vehicles. Selection of services and the framing of time tables ought to vest with the District Officer.

Para 18:- I agree except as regards selection of services by the central authority.

Paras 21 & 22:- I am not in favour of the Railway Department being given option.

Para 27:- This has been tried in British India but the trial has not been financially successful. The question of re-establishing toll gates there, is, I believe, under consideration. The results here are not likely to be different.

Para 28:- Not a practical suggestion in my opinion. To start with select gates may be worked under Government Agency

Paras 31 to 33:-I agree.

Paras 36 to 44:- Rates suggested are too high. I am very doubtful whether even at these rates the income will come up to the income under existing rules

The bus owners have been complaining that they are hard hit and are losing heavily. They have been agitating for reduction of road cess. The rates now suggested are not likely to afford any relief to them.

As regards the owners of cars they would, in the great majority of cases be better off under the existing system than they would be under the proposed system.

I have the honour to be,
Sir,
Your most obedient servant

District Magistrate,
Mysore District.

3690

In any future correspondence please quote this
No. T 692
Encls.

OFFICE OF THE DEPUTY COMMISSIONER, KOLAR DISTRICT

Dated, Kolar, the 24th December *193* 3.

P. No 36-33-3

FROM

T. G. RAMA IYER, ESQ., B.A.,
Deputy Commissioner,
Kolar District.

-48

To

H. V. RAMASWAMI, Esq., M.A., B.L.,
Secretary to Government of Mysore,
General Department, Bangalore.

SIR.

With reference to your letter No:P.2937-44/Legis. dated 18th December 1933 requesting to furnish my opinion on the recommendations of the Motor Transport Committee, I have the honor to state that I agree with the recommenda-

I have the honor to be,
S i r,
Your most obedient servant

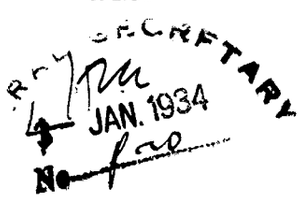
Deputy Commissioner,
Kolar District.

3616

OFFICE OF THE DISTRICT MAGISTRATE
SHIMOGA DISTRICT,

Dated, Shimoga 29 January 1934.

Mys 38-33-4



FROM

T. V. A. Isvaran, Esq., B.A.,
~~GULAM MOHADIN MEHKRI, Esq., B.A., LL.B.,~~
District Magistrate,
Shimoga District.

To

H. V. Ramswami, Esq., M.A., B.L.,
General Secretary to Government
Bangalore.

SIR,

With reference to your D.O. No.P.3063 dated the ~~29~~th Ultimo, calling for my opinion on the several recommendations embodied in the Motor Transport Committee report, I have the honour to enclose herein my replies on the several points.

I have the honour to be,
Sir,
Your most obedient servant,

31/1/34
DISTRICT MAGISTRATE.
Shimoga District.

Propositions. Nos. 16 & 18.	Replies.
Appointment of a central authority to lay down conditions governing fares, time-tables, number of vehicles to be run and issue of licenses etc.	As regards issue of permits it is not desirable to create a central authority for issuing licenses and fixing the fares etc., as in that case exploitation might set in and local interests suffer giving rise to discontent; moreover the central authority cannot keep in touch with local needs and requirements. The District Magistrate alone should be the sole authority in disposing of applications for the grant of permits, his orders being subject to appeal to Government.
Nos. 14 & 81. Co-ordination betwee District authorities.	It is not untrue that the present system of dealing with the Bus licenses by the District Magistrates lacks uniformity. In the case of routes running partly in one District and partly in another, the District Magistrates do not consult each other when applications pertaining to such routes are to be disposed of. Persons who will be granted permits in one District may not secure permits for extension in other District. Under the existing orders the District Magistrates are not bound to grant permits to all who secure permits in other Districts. Hence co-ordination between the District Authorities is necessary in the interest of Bus Owners whose services run in more than one District.
Nos.21,22 & 23. Re: the grant of permits on the Railway competition Routes.	In the case of Bus Services which run parallel to and compete with Railways, it is desirable that the Railway Department should be given the sole monopoly with a view to avoid competition in the shape of lower rate of fares from the Bus owners. In respect of routes which run for a short distance and adjacent to Railways and routes which serve as feeder lines, permits might be given to persons intending to take up such routes subject to the conditions that they should run their services according to the scheduled timings that might be approved of by the Railway Department and that they should not charge less than the Railway fares in respect of routes connected by Railways, for short distances.

Propositions Nos. 44 & 35.

Re: the levy of fees etc. in respect of motor vehicles licensed to run for hire and for private purposes.

The revised rates recommended by the Committee seem to be reasonable and may be adopted.

Proposition No.44(d).

Re: the grant of licenses for private lorries.

The issue of annual registration certificates in respect of private lorries should be restricted to a fixed number. The Inspector General of Police who is the sole Registering authority, should be requested to consult District Magistrates of each District before he issues licenses for such lorries. The maximum number of private lorries for which licenses might be issued should be with reference to the condition of the roads prevailing in each District and the local needs. The licenses should be issued only to such of the persons as might be recommended by the District authorities. The plying of both private lorries and lorries for hire should be prohibitted on the Railway competition-routes, as it would adversely effect the income of the Railways.

Proposition No.85

Re: the appointment of District Traffic Inspectors to work under the orders of the Deputy Commissioners.

Entrusting the work to a separate staff, though it may lessen the work of the Police, will lead to dual control. Such staff with the Police powers may not satisfy the needs unless they are part and parcel of Police Department.

Propositions Nos. 26 & 28.

(The management of tolls should be under one traffic authority)

The proposals made in this para are suitable and may be adopted.

Proposition No. 11(1)

" making compulsory the insurance of all motor Vehicles against third party risks."

As many of the present Bus Owners are men of very slender resources, it is necessary to insist upon Bus Owners to insure against third party risks. This should be made compulsory and the State Life Insurance Committee might be requested to under-take this kind of insurance at a cheaper rate.

Shimoga,
Dated, 3rd January 1934.

DISTRICT MAGISTRATE,
Shimoga District.

3741/1933

In reply please refer to—
No. Ja. – 2694 – 33

Enc: one Statement

OFFICE OF THE DEPUTY COMMISSIONER
KADUR DISTRICT.

Chikmagalur, dated.....9th January.....193 4.

Judicial 346-33-5

FROM N. Sundararaja Iyengar, Esquire, B.A.,
Deputy Commissioner,
Kadur District.

To

H.V. Ramasvami, Esquire, M.A., B.L.,

GENERAL SECRETARIAT 10 JAN. 1934 No. 240

Secretary to the Government of His Highness
the Maharaja of Mysore,
General *Department,*
BANGALORE.

SIR,

Adverting to your letter No.P. 2372-79/ dated the 22nd November 1933 requesting me to furnish my opinion on the several recommendations contained in the report of the Motor Transport Committee, I have the honour to forward herewith a statement furnishing my opinion on each of the recommendations.

I have the honour to be,

Sir,

Your most obedient servant,

N.S. Iyengar
Deputy Commissioner
Kadur Distri

AGA.

Index for journal
The file (3646) has been sent to the remarks with replies so far received
Draft

Recommendation of the Motor Committee.

Sl. No.	Recommendation of the Committee.	Opinion of the Deputy Commissioner,
1.	Appointment of a Central authority which should lay down complete conditions governing fares, time-tables, number of vehicles to be run, nature of vehicles to be used, rates of wages and hours of work and other matters.	A central authority may be usefully constituted to communicate the work in the several districts in the matte of standardising the conditions of motor traffix in the State as a whole.
2.	Insurance against third party risks.	Might be enforced.
3.	A definite schedule of service should be framed and licenses for these services should be selected by the Central Authority, regard being had to the following matters among others:-	This is being done at present by the District Magistrate annually in consultation with the Executive Engineer and the Bresident, District Board and the Traffic Manager. The decisions of this committee might be sent to the Central Authority for approval.
	a) The licensees must be of sufficient substance to manage the service efficiently and to that end it is desirable that they should make a deposit which can be drawn upon in case of breach of the rules.	The taking of deposits does not seem to be necessary as the solvency of the applicant is usually enquired into before the licenses are granted.
	b) Some provision for competition should be maintained, but, the rates being fixed the competition must be in respect of the efficiency of the Service;	
	c) For services other than inter-provincial services, preference may be given to Mysoreans as against outsiders,	This is in practice vide Chief Secretary's Confidential letter No.3373-80 Legis. dated 13-12-1930.
	d) Other things being equal, preference should be given to the existing permit holders as against new comers.	This is in practice vide para 6 of the G.O. of 14th Feb. 1930

commendations of the Committee.	Opinion of the Deputy Commissioner.
(e) It should be a condition of licensing a motor bus service that the licensee has ample garage accommodation;	
(f) Preference should be given to applicants who can show that they have made adequate provision for running repairs.	This may be insisted upon.
4. Railway competition roads.	
1. The Railway Department to be given the exclusive option of running bus services on such roads as the controlling authority may lay down.	Might be done.
2. These may include extensions which form feeders to the railway when the controlling authority cannot secure independent licenses to run them.	
3. On roads that short-circuit the railway, the railway need not be given a monopoly, but may be favourably considered in making the selection of licensees.	
Tolls:- The Provincial and District Board gates should be managed by one traffic authority, under one law and distributed throughout the State in such a way as to equalise the burden of the tax so far as possible. These gates should be provided with proper buildings and withbarriers that can be easily seen and quickly removed. The ~~barriers~~ of the gates should be conducted by a Government Staff, in uniform and under proper control, the members of, which should also perform duties connected with traffic control and traffic registration	I am of opinion that the present contract system of tolls is better from the point of view of working them by amani management.
5. Buses which pay mileage cess should be exempt from tolls. In other cases, tolls should be levied.	I agree.
7. The rate of tolls levied on bullock carts should be halved. That on lorries of unladen weight of over 30 cwt. should be raised to Rs 3/-	Might be done.
8. The rules relating to exemption from tolls should be drastically revised and exemptions limited to (1) the case of the actual agriculturist, using the roads for agricultural purposes, and	

Recommendation of the committee.	Opinion of the Deputy Commissioner.
and (2) the case of privileged persons, and of goods belonging to them. It is economically unsound to exempt from tolls goods belonging to a commercial Government Department in order to give them an advantage in competition, and all existing exemptions of this nature should be cancelled.	I agree.
9. Active endeavours should be made to popularise the use of wider tyres and better fitting axle-boxes on bullock carts and lower rates of tolls should be levied in the case of carts with tyres of a width of over 2½"	Might be done.
10. The Forest Department should compel their contractors to use broad-wheeled vehicles which should pay tolls at the usual rates. All other timber carts should pay at the rate of eight annas for carts with narrow wheels and drawn by two bullocks and four annas for similar carts with broad wheels.	The special rates proposed for timber carts might be accepted. adopted.
11. The above proposals relate to tolls levied for maintenance In the case of development works, it is legitimate, after construction of work, to levy tolls on all traffic for a term of years in order to pay for the work.	I agree.
12. Proposed rates of taxation on different classes of vehicles	Might be adopted.
13. There should be no extra charge for railway competition roads, but the Railway Department might be given a partial or complete monopoly subject to their paying the tax on seating capacity and mileage cess.	I agree.
14. Motor buses should be subject to periodical examination but should be exempted from inspection fees.	The examination might be quarterly as at present but might be conducted free of charge.
15. Lorries should be subject to periodical examination, but should be exempted from inspection fees.	The same might apply to lorries also

Recommendation of the Committee.	Opinion of the Deputy Commissio:
16. Licenses for private lorries should be granted only when it is established that they are necessary for the applicant's business, and should be limited to a fixed radius. When plying outside that radius, such lorries should be liable to tolls.	I agree.
17. Lorries and other mechanically propelled vehicles of over five tons should be prohibited from using the roads except on special permission.	I agree.
18. Lorries should be prohibited from carrying more than 3 persons apiece, in addition to the driver, except under a pass given by an authorised person.	I agree.
19. Drivers and conductors should pay fees at the rates shown below:-	
Drivers.(1) First License Rs 5/- (2) Annual Renewal - Rs 3/-	I agree.
Conductors' License - Re. 1/-	
20. The road tax should be leviable quarterly and a distinctly colored disc signifying payment of the same should be attached to the Wind Screen. A disc with a different shape should be issued which are exempted from the tax.	I agree.
21. The Government toll gate staff should be instructed to allow the cars bearing these discs to pass without stopping, but should keep a careful record of vehicles passing their gates both for taxation and for statistical purposes.	Vide Opinion furnished against item No.5 supra.
22. It is the duty of the Municipal Authority to provide stands for vehicles licensed to ply for hire.	I agree.
23. The necessity for the provision of places for parking private cars is likely shortly to arise, and the Municipal and Traffic Authorities should be prepared to meet it.	I agree.

AGA.

9-1-34.

Deputy Commissioner, Kadur District.

URGENT.

In all future communications please quote ~~No. J.2-P.R. 209~~ 871/33-34.
Enc

Tel. Address.—"DEPCOM"
Post Box No 34

OFFICE OF THE DEPUTY COMMISSIONER
BANGALORE DISTRICT.

Dated, Bangalore, the 13th January *193* 4.

FROM

K. V. Anantaraman, Esq., B.A.,
Deputy Commissioner, & District Magistrate,
Bangalore District.

To

H. V. Ramaswami, Esq., M.A., B.L.,
General Secretary to the Government of Mysore,
BANGALORE.

SIR,

Subject:—

With reference to your letter No. P. 2372-79 dated the 22nd November 1933 forwarding to me a copy of the report of the Motor Transport Committee (Volume 1) and asking for my opinion on the proposals contained therein, I have the honour to state as follows:

1. Owing to the unusual form in which the report is drawn up without summarizing specifically the recommendations made by them, it is difficult to appreciate and understand the numerous changes that the report suggests in the existing law relating to motor vehicles. In the following paragraphs I have offered such remarks as I wish to offer on the several propositions stated by the Committee. In respect of matters which are not referred to below I am in agreement with the Committee.

2. Para (8) - A whole sale adoption of the provisions of the English Road Traffic Act is not desirable nor is it suitable to the conditions of Mysore.

Para (9) - The duties performed by the Commissioners in the English Act are described here. It may be pointed out that except Clause (e) relating to the co-ordination of all forms of passenger transport, including transport by rail, action on almost similar lines is being taken by the District Magistrates who are the licensing authorities in Mysore. Even as regards the co-ordination of all forms of passenger transport the Committee of Officers who annually meet in June to discuss the number of services to be licensed for the coming year, to a certain extent, deal with this aspect of the matter.

4. Para (11) - The provisions of the English Act which require compulsory insurance of all motor vehicles against third party risks and provide the payment of fair wages, do not seem to be necessary in Mysore at least now. In regard to the former, apart from the fact that it will throw a very considerable financial liability on bus owners which at the present moment, they are entirely unable to meet, it has to be remembered that unless the State or a Company in Mysore undertakes the work, large amount of money will be taken away by Insurance Companies outside. In the prevailing conditions this does not appear to be desirable.

The fixation of fair wages and the provision for appeals to organisations of employees are too premature

5. Paras (13) & (14) - The charges of lack of co-ordination and of conflict in the interpretation of laws have been to a large extent, obviated by recent Government Orders. The existing system is therefore not liable to serious objection on this ground.

Para (18) Clause (a) - It may be desirable to enforce a deposit but it is impracticable in the present conditions.

7. Para (25) - The point on this criticism is not very clear.

8 Para (28) - The suggestion that Provincial and District Board Toll gates should be managed by one managing authority, is rather difficult to carry out. It involves serious interference with the autonomy of local bodies and this will require changes in the law which it may be difficult to enact.

So far as the recommendations regarding the levy of a larger taxation on the motor owners is concerned, I must point out that at the present time it would be extremely difficult for them to pay an increased tax. It is very difficult now to collect taxes at the present rates and any attempt at increasing these rates will only lead to a diminution in revenue due to a reduction in the number of vehicles.

Paras (30) & (31) - Under the head of tolls wish to observe that carts should be taxed. Formerly all carts except those belonging to actual agriculturiests were liable to pay

pay mohatarfa and this amount used to go to the District Boards who are responsible for the maintenance of the greater portion of the road system in Mysore. Tolls and taxes really operate as indirect taxes - they are ultimately borne by the people who use the carts or by the people who consume the articles conveyed in the carts It is no doubt true that it may not be a popular tax, for that matter, what tax is ? The carts do just as much damage to roads as motor cars, some experts allege, more. I think that except carts belonging to actual agriculturists within a fixed distance of five miles from the places where they live, all carts should be made liable to pay toll. The existing tendency to pile up tax after tax on the motor owner and letting the carts go untaxed is not fair.

10. Para (84) - I do not consider that it is desirable to constitute a Traffic Board on the lines indicated in para (84) of the Report. It will be difficult for such a Committee to appreciate or understand the requirements of particular areas. The existing system which leaves the matter in the hands of District Magistrates, who act in consultation with the Executive Engineers who are responsible for the maintenance of the roads, the District Boards which undertake the maintenance of large extent of roads and the representatives of local Automobile Associations is much sounder.

11 So far as the question of co-ordination and the ordinance of conflict of interpretations of laws is concerned, the arrangements now in force are free from the objections referred to by the Committee.

12. It is necessary to organise a special branch of the Police to deal with the enforcement of the law relating to the Motor Vehicles On all important routes checking stations should be established in charge of intelligent officers conversent with the law relating to the Motor Vehicles. These Stations should be properly equipped with facilities to enforce effective check.

I have the honour to be
Sir,
Your most obedient servant,

District Magistrate,
Bangalore District.

Tel. Address :—Depcom.
CHITALDRUG

In reply, please refer
No. Jo.L.220/3334
Enclosures.

OFFICE OF THE DEPUTY COMMISSIONER.
CHITALDRUG DISTRICT.

Dated, Chitaldrug..30th..January.....193
318

Legis '40-33

FROM

M. Seshadri, Esquire, M.A.,
The Deputy Commissioner,
Chitaldrug District.

To

H. V. Ramaswami, Esquire, M.A.,B.L.,
General Secretary to Government, Bangalore.

SECRETARIAT
2-FEB.1934
No. P.20.

Sir,

With reference to your letter No.P.2372-79 dated 22nd November 1933 asking for my opinion on the several recommendations contained in the Mysore Transport Committee, I have the honor to state as follows:-

The important recommendations in respect of the control of Motor traffic are (1) the appointment of a central authority, (2) insistence of insurance against third party risks, (3) continuance of taxation on the mileage run, (4) grant of monopoly to the Railway Department to run Buses on Railway competition roads, and (5) favourable treatment to the railway in respect of roads that short-circuit the railway.

It is not clear from the report whether the central authority mentioned in para 16 is identical with the Traffic Board referred to in paragraph 84. Outside the Cities of Mysore and Bangalore there seems to be no need for special additional staff for dealing with Motor traffic. The Police are now attending to these duties as a part of their normal functions and I do not think there is ~~any~~ need for traffic Inspectors. It is essential that the Bus Proprietors should be compelled to insure against third party risks. In respect of railway competition roads the Committee has recommended that the exclusive right of running bus services should be given to the Railway Department. This recommendation is no doubt reasonable. But in cases where the Railway Department declines

to exercise this option, private persons may be permitted to run services on such roads subject to such conditions as may be laid down from time to time. In respect of roads that short-circuit the railway line, there seems to be no reason why the Railway Department should receive favourable treatment in the grant of licenses. Such roads generally run far away from the railway line and serve villages which are not tapped by the railway. The road from Chitaldrug to Holalkere is a case in point in this District. This road may be said to short circuit the railway line from Chitaldrug to Chikkajajur and Chikkajajur to Holalkere. This road runs far away from the railway line and it cannot be said that it competes in any sense with the railway. If the recommendation of the Committee were to be given effect to, the Railway Department would have the preference in obtaining Bus license on this road. I agree with the other recommendations made in this part of the report.

The Committee have agreed to the continuance of Tolls but have reported that Provincial and District Board Toll gates should be managed by one authority with the aid of a Government staff. I believe that the suggestion is open to several practical difficulties. The suggestion implies that the Government would be responsible for the collection of toll at all toll gates in the State and for the apportionment of proceeds between the Government on the one hand and the several District Boards on the other. At present the expenditure incurred by Government or the District Board for the collection of toll is almost nil. The employment of special staff for the purpose means substantial expenditure. It would not be enough merely to have Government staff at the Toll gates. It would also be necessary to have extra staff to supervise their work. The present arrangement of farming out the right to collect tolls appears to be the best and the most economical under the present circumstances.

As regards taxation on Motor vehicles the Committee observ that the fees are unnecessarily numerous and should be limited so far as possible. The proposals of the Committee are however open to the same criticism. The taxes recommended by them are :- (1) a"Vehicle tax;" (2) a" Road tax", (3) a " Service tax ", and (4) a " Mileage cess". A private car not plying for hire will have to pay an initial fee for registration, an annual vehicular tax of Rs 18/- or Rs 30/- as the case may be, and in addition a road tax, which is no doubt optional. Vehicles ~~plying~~ paying the road tax are proposed to be exempted from toll. In the case of private motor vehicles these taxes may not be very heavy. I am afraid, however, that payment of the road tax will not free the motorists from the annoyance of being pulled up at every toll gate. It is suggested by the Committee that the Motor vehicles which pay the road tax and which themselves are exempt from payment of toll should carry a disc for purposes of identification at toll gates. These discs, unless they are of an enormous size will not be visible from a distance and the motorist will have to invariably pull up at the toll gates, for securing exemption from payment. A better thing would be to abolish toll on private Motor vehicles and to commute both the vehicle tax and the road tax into a single fee. Even in Madras where the Motor cars have to pay a Provincial fee there is no vehicle tax of the kind recommended by the Committee. In the case of Motor vehicles plying for hire the recommendations of the Committee seem to lay a heavier burden on the Bus owner than at present. A Motor bus plying for hire will have to pay, according to the recommendations of the committee , a service tax of Rs 30/- a year per seat and in addition a road tax as in the case of other private cars and secure exemption from tolls; and if used in a fixed route in a rural area a cess at 6 pies per mile. Taking as an example a Motor bus of a seating capacity of 18 passengers it will have to pay first a service tax

of Rs 540/- per annum and if used as a part of a regular service in a rural area a road cess of 6 pies per mile. The total fees a bus of this description will have to pay will be very much more than what it is now and this will be a very heavy burden the bus owners. While the rate of the road cess might be enhanced, I think the rate of service tax recommended for Motor buses plying for hire in the rural areas ought to be substantially reduced.

No. MPa. 80 of 33-34

Enc. .....

OFFICE OF THE DISTRICT MAGISTRATE
TUMKUR DISTRICT.
Camp-Sampige,
Dated ~~Tumkur~~ the 6th February 1934

Lubro 386-33

FROM

T. Abdul Khadir, Esq., B.A.,
District Magistrate,
Tumkur District, Tumkur.

To

H. V. Ramaswami, Esq., M.A., B.L.,
General *Secretary to the Government of Mysore,*
.....~~Department~~,
Bangalore.

GENERAL SECRETARIAT
8 FEB. 1934
No. ____

SIR,

With reference to your letter No. P.2372-79 dated 22n November 1933, calling for my opinion on the several recommendations contained in the Report of the Mysore Motor Transport Committee, I have the honor to state as follows:-

2. As suggested in para 16, the defects in the present working may be cured by the appointment of a central authority, which should lay down complete conditions governing fares, time-tables, number of vehicles to run, nature of vehicles to be used, rates of wages and hours of work, and other matters. It therefore follows that all the conditions mentioned in para 18 should be adopted. I am of opinion that the recommendations in paras 16, 17 and 18 may be given effect to.

3. I am also in favour of suggestion No.21, but I do not think it necessary that the Railway should control the extensions which form feeders to the Railways but they may have the monoply on roads that short-circuit the Railways,

4. The roads that pass through small and Town Municipalities are either Provencial or District Board roads. It is unfair to levy tolls on the buses that pass through them, as the buses pick or set down the passengers(residents of the locality). Concessions in favour of these Municipalities may be claimed by the Village Panchayets also.

Class of Vehicles.	For vehicles fitted with pneumatic tyres Annual tax	For other vehicles Annual tax
	Rs.	s.
Motor vehicles-		
(a) weighing not more than 15 cwt. unladen	40	
(b) weighing more than 15 cwt., but not more than 30 cwt., unladen	60	90
(c) weighing more than 30 cwt, but not more than 45 cwt, unladen	80	120
(d) weighing more than 45 cwt, but not more than 60 cwt, unladen	100	150
(e) weighing more than 60 cwt, unladen	120	180
(f) Additional tax payable in respect of such vehicles when used for drawing trailers. -		
(i) For each trailer not exceeding 1 ton in weight unladen	30	45
(ii) For each trailer exceeding 1 ton in weight unladen	60	90

(d) I agree with the proposal.

(3) -Motor Buse-

I agree with the rates proposed

(4) -Lorries

I agree with the rates proposed

10. I agree with the proposals in paras 45 to 49 and I agree with all the suggestions under Administration.

I have the honor to be

Sir,

Your most obedient servant

District Magistrate,

Tumkur District.

Tel. Address: DEPCOM., HASSAN.

OFFICE OF THE DEPUTY COMMISSIONER,
HASSAN DISTRICT.

In reply please refer to
No. G.71-2/33-34
Encl. one

Dated Hassan, the 9th February..... ...193 4.

FROM
GENERAL SECRETARY
13 FEB. 1934
No. [illegible]

M. CHENNARAJ URS, ESQ., B.A., LL.B., I.C.S.
Deputy Commissioner, Hassan District.

To

H.V. RAMASVAMI, Esq., M.A., B.L.,
General Secretary to Government,
B a n g a l o r e.

SIR,

With reference to your letter No. P 2372-79 dated 21st/22nd November 1933, calling for my opinion on the proposals contained in the report of the Motor Transport Committee Vol 1, I have the honor to state that I am generally in agreement with the several proposals contained therein except in respect of the following items.-

Para 21. Railway Competition Roads.-

I do not think that it is in the best interests of the publi to give the exclusive option of running such services to the Railway Department. They may however be given the first refusal of such services, failing which the line may be disposed of in the ordinary way by collecting one and a half time the cess.

Para 28. Tolls.-

I am very doubtful if the business of toll gates can at all be conducted satisfactorily by a Government staff in uniform. The leakages will be so numerous and difficult todetect that there is bound to be a large fall in the revenues under this hea if this system is adopted. Farming of these gates is the only possible and the least troublesome of the systems of collecting this revenue.

Para 35. Exemption from tolls.-

The exemptions proposed for the Executive Engineers and District Board Presidents are not in my opinion necessary as the concerned officers do not enjoy this privilege now, and there is no reason why they should be ~~specifically~~ exempted when this privilege is denied even to Members of Government, Heads of Departments and others.

Para 41.

It is said in para 40 that fees are unnecessarily numerous at present and should be limited as far as possible. If this is so, there is very little justification for adding one more to the number as proposed in Para 41 Cl (a). I refer to the "Vehicle Tax" which is intended to be a tax on status and availability. This tax will work as a great hardship on private owners of cars and buses and is in the nature of a new levy. Further complications will necessarily arise in the matter of distributing the tax between the several Municipalities, the District Boards and the State. The regulations relating to the Local Self-Governing bodies will have to be suitably amended and it is doubtful if the local bodies will agree to this as the Vehicle Tax is an important source of revenue to these bodies. According to the proposed changes, vehicles for hire are to be exempted from this tax which would result in the sacrifice of a large slice from the revenues of the local bodies which are at present enjoying this source of revenue.

Paras 84 & 85. The constitution of a Traffic Board.

I am not in favour of delegating the functions at present exercised by the Deputy Commissioners to a central Coordinating Authority as I consider that the problems of Motor Traffic ought to be decided by officers having local knowledge of these problems.

these problems may be classified under the following two heads.

(A) Problems relating to inter-district services.

(B) Problems arising within the district

As regards the second class of problems the constitution of a central authority is obviously unnecessary. As regards the first class of problems, these are few and far between, and it would be quite easy to solve them by referring them in cases of differences of opinion between Deputy Commissioners to a committee constituted of the respective Deputy Commissioners and presided over by the Inspector General of Police. Motor Transport, as a whole, has reached a certain stage of equilibrium in the State and there is no need to effect drastic changes in its method of administration.

With a few minor changes and adjustments as proposed by me in this paragraph it will be possible to work the present rules more strictly effecting necessary improvements in existing conditions. I am opposed to the transfer of control of traffic matters to a special agency as we shall lose the valuable assistance and and cooperation of such a widely distributed organization as the police department in this important work.

As regards the grant of brake certificates, I would recommend that the Executive-Engineers of the Districts with the respective District Superintendents of Police may be empowered to examine the buses once a quarter and grant the certificates without charging any fee. At present considerable inconvenience is felt both by the bus owners as well as the licensing officers in the present arrangement of entrusting this work to the Superintendents of Industries.

In passing, I may be permitted to submit another suggestion. It is very necessary to control the speed of vehicles plying for

hire on public roads and I propose that these vehicles may be compulsorily fitted with mechanical governors regulating the speed to not more than 25 miles per hour. The governors may be fitted up, locked, and sealed, every time the bus goes for inspection of the brake certificate to the Executive Engineer and District Superintendent of Police making it impossible for these vehicles to move more swiftly than necessary. This will greatly minimise accidents on the road.

Is in favour.

Hassan
Is in favour

21, 22 and 23.

Railway competition routes
(a) Railway Department to be given option in case of roads running parallel to the railway or feeders.
(b) On roads that short circuit the railway, no monopoly to Railway Department which may however be favourably considered.

Mysore.
Not in favour of Railway Department being given option.

Shimoga.
Railway Department should be given monopoly in parallel roads. In the other roads licenses should adhere to ~~xkxx~~ scheduled timings and rates approved by the Railway Department.

Kadur
May be done.

Bangalore.
No opinion.

Chitaldrug
(a) If Railway Department decline to exercise option, private persons may be permitted.
(b) Not in favour.

Tumkur.
Railway Department may have the monopoly except on roads which form feeders.

Hassan.
Railway Department may be given first refusal.

24 to 35

T O L L S.

(a) Tolls on cars may cease at Bangalore & Mysore Toll Gates since cars will pay vehicle tax.
(b) Provincial & District Board Toll Gates should be managed ~~xxx~~ by one Govt. Traffic authority.
(c) Busses paying mileage cess should be exempt.
(d) Tolls on bullock carts to be halved. On lorries to be raised to Rs. 3/-
(e) Rules of exemption to be revised.
(f) Wider tyres to be popularised by lowering rates of tolls
(g) Tolls on all traffic in case of development works.

Mysore.
Management by Govt. Agency not practical. Select gates may be tried Agreeable to other suggestions.

Shimoga.
Proposals are suitable.

Kadur
Contract system is better. Agreeable to the other proposals.

Bangalore.
Management by one authority is difficult to carry out. Except carts belonging to actual agriculturists within a distance of 5 miles, all carts should pay toll.

Chitaldrug
Farming out the right to collect tolls is best. Management by Government not practical.

Tumkur.
Management by Govt. not desirable. Agreeable to other suggestions

Hassan.
Government management difficult.

Paras of the report	Proposal of the Committee	Opinion of the District Magistrates (The D.C. Anglo Kolar agree with all the recommendations of the Committee)
16 & 18.	A central authority to lay down ~~considerations~~ conditions governing fares time tables, number of vehicles to be run &c. and to select the licensees for the services.	**Mysore.** A central authority may lay down conditions governing fares, number and nature of vehicles. But selection of services and framing of time table ought to vest with the District Officer. **Shimoga** District Magistrates alone should be the sole authority in disposing of applications for grant of permits subject to approval of Govt. Coordination between District authorities is however necessary in dealing with licenses in respect of services running in more than one District. **Kadur** A central authority may be useful in the matter of standardizing the conditions of motor traffic. Decisions of District Bus Committees may be sent to central authority for approval. **Bangalore.** The existing system is sufficient and not liable to the charge of want of coordination. **Chitaldrug** No need for special staff. **Tumkur.** Recommendation may be given effect to **Hassan.** ...t in favour. Problems of motor traffic ought to be decided by officers having local knowledge.
	Insurance against third party risks.	**Mysore.** No opinion **Shimoga.** This should be insisted and the State Life Insurance Committee may undertake this kind of insurance at a cheaper rate. **Kadur** May be enforced. **Bangalore** In the prevailing conditions this does not seem desirable. **Chitaldrug.** Should be compelled to insure against third party risks

No need for Traffic Inspectors or any additional staff

Tumkur.

Agreeable to all suggestions.

Hassan.

Opposed to transfer of control from Police Department to a special agency

Not in favour of a central coordinating authority.

36 to 44 Taxes on Motor Traffic.

1. Vehicle tax (extension of City Municipal tax).
2. Road tax (optional commutation of tolls)
3. Service tax (charge for privilege of plying for hire)
4. Mileage cess (charge for plying along fixed routes)
5. Do

Mysore.
The rates suggested are too high. Owners of cars would be better under existing system.

Shimoga.
Revised rates are reasonable. Registration of private lorries should be restricted. Lorries for hire on Railway competition routes should be prohibited.

Kadur.
May be adopted.

Bangalore.
Increasing the rates will lead to diminution in revenue due to reduction in number of vehicles.

Chitaldrug.
Vehicle tax & road tax may be commuted. Taxes on buses are heavier. Rodcess may be enhanced and service tax for buses plying in rura area reduced.

Tumkur.
Rates excessive and suggests reduced rates as detailed. Rates on buses and lorries agreed to

Hassan.
Vehicle tax will be hardship and complications will arise in its distribution between local bodies.

Administration.

1. Constitution of a traffic Board.
2. District Traffic Inspectors and Traffic staff.

Mysore.
No opini

Shimoga.
Entrusting work to separate staff not desirable.

Kadur.
No opinion.

Bangalore.
Traffic Board not necessary. Existing system better. Special Branch of Police should be organised and checking stations established

Chitaldrug

9 No P 481

17th April 1934.

Immediate & Confidential.

Dear Sir.

Government propose to place Mr.H.Rangachar, District Traffic Superintendent, Mysore Railways, Bangalore on Special duty in the General and Revenue Secretariat, for a period of six weeks, immediately, to help to draft the bill and prepare the rules to carry out the recommendations of the Motor Transport Committee, I am therefore to request you to be so good as to intimate immediately whether his services can be spared and if so to make arrangements to relieve him early and instruct him to report himself for duty to the General Secretary to Government. The necessary orders in the matter will issue as soon as your reply is received.

Yours sincerely,

Khan Bahadur
Abdul Azeez Khan, Esq.,
Secretary to Government, Mysore Railways, Mysore.

Appendix F (G—1]

SUBJECT .....

.....

.....

Section

File No.

Serial No.

No. P 481

of letter replied to .....

To The Secy to Govt.

Revenue Dept.

Dear Sir,

Govt. have

sue 17/4/34 proposed to place one

Signed by Jn d'Awaya G. Ramachar, D. T. S. Tyd.

Dy., Bangalore on special

duty in the G. D. S., for

a period of six months,

immediately, to help to draft

the bill & prepare the rules to carry out

and the recommendations

of the Committee.

List of enclosures .....

Clerk

Copied by ... Ultimate immediate

Weather has Service

can be granted

E/30 60

Examined by .....

Action to be taken on the recommendations

~~to report directly~~ or
for duty to the ~~Secretary~~ Secretary of War
~~duty to the Colonial Secy~~

~~to Govt~~ the necessary
the matter
orders will issue as soon as
~~in due~~ your reply is received

G. R. S. App. F. G. 3.

GENERAL AND REVENUE SECRETARIAT.

(*Continuation sheet draft form.*)

W.P. 4899 of 23/11/34

G. N. Rangamanaran By

Asst. Secy. Govt. Depts.

~~Madras~~,

Refer D.O. No. P.4817-01-17.4.

Dr. Pearey, Mrs. G. Rangach

D. I. G. of Pols. Depts., Bangalore

Con. S/pl. under in the G.O.S.

No. Mrs. Pearey

Dear Sir

I am directed

to request you to kindly

see that a reply is sent

~~Communicate~~ immediately

to the above communication. The

~~the Govt. Secy.~~ ~~to Government~~

matter is urgent & orders have to

~~to speak the Secretary~~

issue ~~for~~ without delay

~~yours~~ Mrs. Rangachari

Yours Sincerely

copy sent by Mail 23/11/34

WD 0255—GPB—10,000—23-8-32

D. O. No. P 4817 / GENERAL AND REVENUE SECRETARIAT / /

Dated, Bangalore, 23rd April 1934.

Dear Sir

Reference D.O.No.P.4817 dated 17th April 1934 regarding placing Mr.H.Rangachar, District Traffic Superintendent, Mysore Railways, Bangalore on Special Duty in the General and Revenue Secretariat for six weeks.

I am desired to request you to kindly see that a reply is sent immediately to the above communication. The matter is urgent and orders have to issue without delay.

Yours sincerely,

To

G. N. Ranganathan Esq.,
Assistant Secretary to Government,
Railway Secretariat, Mysore.

D.O.No. 2057

Immediate and Confidential.

GOVERNMENT OF MYSORE

GENERAL SECRETARIAT

24 APR. 1934

5746/P.

Railway Secretariat,

Mysore, 23rd April 1934.

Dear Sir,

With reference to your D.O. letter No.P.4817 dated 17th April 1934 addressed to Khan Bahadur A.A.Khan, Secretary to -- Government of MYsore for Railways, I write to inform you that the services of Mr.H.Rangachar, District Traffic Superintendent, Bangalore, will be placed at the disposal of the General Secretary to Government, from 1st May 1934, for a peri.. of six weeks

Yours Sincerely,

Yr Ramacha

To

S, Abdul Wajid, Esq., B.A.,

Secretary to Government,

General Department,

Bangalore.

Appendix E G—

SUBJECT

Section Legs
File No 38-33
Serial No. 12

No. P4976

To

Notification

Issue to Managaer,

Dist Traffic Superintendent,

Mys Rys, Bangalore

Issued on special

with full

for a period of

with effect from

to work out the recommendations of the Labour Transport

Committee and that

this period be counted

as added to the Gen

and Revenue Secretariat Bangalore

General and Revenue Secretariat

( )

the 193

Date of issue 27/4/34

Signed by

List of enclosures .....

Copied by .....

Examined by .....

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

General and Revenue Secretariat,

Dated, Bangalore 27th April 194

No. P.

NOTIFICATION.

Mr. H. Rangachar M.A., District Traffic Superintendent, Mysore Railways, Bangalore, is placed on special duty in the General and Revenue Secretariat for a period of six weeks.

By Order

~~Chief~~ General Secretary to Government.

The Compiler Mysore Gazette, for publication.

Up(977-82
Enl

28th April 1934

From
The General Secretary to Governmer

To
The Priv ecretary to His Highness the
Maharaja of Mysore. M y s o r e.

I am directed to forward herewith. for your information a copy of Government Notification No.P. 1976/Legis.38-33-12 dated 27th April 1934

I have the honour to be,
Sir,
Your most obedient servant,

General Secretary to Government

No. of letter replied to.....

Sec Legs
File No. 38 93
Serial No. 13

al and revenue Secretariat

( )

the *192*

Proceedings of the Government of His Highness the Maharaja of Mysore.

issue.....

by.....

Printed ?

treated as a standing order

published in the Gazette,

English Part ?

translated ?

placed at the disposal of the press ?

published in the Gazette,
Kannada Part ?

Circular No PS 079-82

, we are pleased
to direct that Smt
Rangachari, K.A.S. D.T.S
Legal Dept, Bangalore, be
placed on Special duty
to work out the
recommendations of
~~the Thereon No.~~
the Motor Transport
Committee vide Govt
Order dated 15th May

a survey ... as proved
by an deputation for
the said work such a
scheme may be allo
to the General and S
Seat Bangalow and
the expenditure will be
charged to 24 A Communications
& A motor license fee collection
charges

Secy to C
Govt

20

List of enc

The Private Secy to H E
1 Agent Mysore Rly
" Comptroller to Govt
Chief Engr & Secy to Govt PWD

Secy to Govt

Proceedings of the Government of H. H. the Maharaja of Mysore.

Read:-

Report of the Motor Transport Committee appointed in G.O. No. P. 21-29/Legis. 36-32, dated 10th October 1932.

(Printed as appendix.)

Camp No
Order No. 5 — 55 Legis 38-33 01/8·6·34

In April 1931 the Government appointed Committee presided over by Mr. S.P. Rajagopalachari, then Revenue Commissioner, to consider the desirability of abolishing all tolls and local taxes on motor vehicles and the ways and means of making up for the consequent loss of revenue. The Committee's report was received in August 1931. Their main recommendations were as follows:-

(1) All tolls (Municipal, District fund and Provincial, including Frontier toll gates) to be abolished, but provision to be made for levying tolls ad hoc where special facilities such as a bridge or a newly-made road ~~are~~ were provided; and that all Municipal taxation on Motor vehicles be also abolished. The loss of revenue was estimated at Rs. 6½ lakhs.

(2) This loss of revenue was proposed to be made up by the levy of a provincial tax on motor vehicles, the tax on motor cycles and cars being at Rs. 20 and Rs. 60 per annum & Sidecars that on motor buses and taxis being on the basis of seating capacity at Rs. 30/- per seat and that on lorries on weight and ranging from Rs. 300/- to Rs. 1,100/-

(3) The local bodies to be compensated for loss of tolls and local taxes on motor vehicles on the basis of the average income for three years, and

(4) that necessary legislation be introduced.

Government after considering the report and the various opinions expressed thereon were disposed to accept the principle of a provincial tax for motor vehicles, but considered that frontier toll gates should be maintained for the levy of toll on carts especially those carrying heavy loads of timber and decided to double the tolls on such traffic and also to examine the question of abolishing tolls only in respect of motor traffic, but continuing the existing tolls on other vehicles.

Meantime, Government had passed orders on the recommendations of a previous Committee - Motor Vehicles Rules Revision Committee - (presided over by Mr.P.Mahadevayya) appointed in April 1930 to examine defects in the existing motor vehicles rules in certain respects. These orders included the enhancement of road mileage cess on motor buses plying for hire from July 1932. The enhancement of this levy led to much agitation on the part of bus-owners. ~~As a result~~ of representations made by various representatives. Government ~~in October 1932~~ appointed a Committee presided over by Sir Charles Todhunter to examine the whole question of motor transport and make recommendations. Further action for the abolition of tolls

and the levy of a provincial [illegible] vehicles was therefore deferred. The issue of orders on the remaining recommendations of the Motor Vehicles Rules Revision Committee, relating to measures for preventing accidents, the licensing of public service vehicles, duration of permits, insurance against third party risks etc., was also -- deferred as these questions were expected to be covered by the Todhunter Committee. The latter Committee submitted its report in April 1933. ~~The Government~~ After a preliminary consideration of the report Government decided to await the outcome of the Simla Conference to which Mr. J. H. Hamilton, Inspector General of Police, was deputed ~~(to represent Mysore.)~~ Mr. Hamilton's report received in May 1933 showed that there was no chance of a uniform system of taxation being introduced in all Provinces and States and that inter-provincial reciprocity would be a matter of agreement between Provinces

It was decided at the meeting of Deputy Commissioners and Heads of Departments held in Mysore last Dasara to obtain the opinions of the Deputy Commissioners of Districts on the recommendations of the Committee. These opinions have been received ~~and after a careful consideration~~, Government are pleased to pass the following orders on Sir Charles Todhunter Committee's proposals:-

I. Regulation of Motor Vehicles used for transport of passengers (Motor Buses.)

The Committee propose that there should be adequate State control over

licensing of public service vehicles and the licensing authority should satisfy itself as to the suitability of the proposed route for the traffic, the extent to which the needs of the proposed route are already served, the extent to which the proposed service is desirable in the interest of the public, the co-ordination of all forms of passenger traffic including transport by rail, etc. It is also suggested that the licensing authority should see that the fares charged are reasonable and wasteful competition ~~should be~~ avoided.

These ~~propositions have been adopted in principle~~ principles have been recognised and adopted in Mysore. The District Magistrate who is the licensing authority has power to and in fact ~~is~~ expected to, consider all these points in granting licenses for public service vehicles. The Committee admit that the defects that have been noticed ~~arise not~~ are not due so much ~~of~~ to the rules themselves, ~~as out of the way in which they have been~~ as due to their administered. It is stated that the grant of an excessive number of licenses has led to cut-throat competition and ~~widespread~~ loss. The action latterly taken by Government to reduce the number of licenses and to insist on reasonable fares being charged has ~~remedied~~ improved matters to a great extent. But the Committee point out that there is an absence of co-ordination of the policy of District authorities.

(2) The Committee therefore recommends that a central authority should be created with the designation of a Traffic Boar

presided over by a Member of Council and including as members the Heads of certain Departments (Police, Railways, Public Works, and Commerce) and non-official representatives of the agricultural population, the Chamber of Commerce, bus-owners and other motor interests. Several of the Deputy Commissioners who were consulted in the matter are not in favour of this proposal. It ~~is urged~~ They consider that problems of motor traffic should be decided by officers having local knowledge and that ~~therefore~~ the existing system is sufficient. There is no doubt that no central authority can function effectively without the local knowledge and advice of the District Officers and that under any system, a great deal of power and responsibility will have to remain with the District Officers. But subject to this, Government consider that the creation of a central authority of the nature proposed by the Committee is quite essential. Provision will accordingly be made in the Regulation to be enacted, for the creation of a central authority. Government do not consider it ~~necessary~~ desirable that ~~this authority should always be presided over by~~ the Chairman of the Traffic Board should always be a Member of Council. The Regulation to be passed will therefore provide for the Chairman being appointed by Government at his discretion

3. As regards the question of Road-Rail competition, the Committee propose that no extra charge is to be made in the case of services on roads which run parallel to railways or which short-circuit them,

but that the Railway ~~Department~~ may in the former class of cases be given the monopoly of running passenger buses. Government consider that the abolition of the system of extra road cess on railway competition routes and the grant of complete or partial monopoly to the Railway administration to run their own bus services is sound in principle. ~~But~~ It is ~~doubtful~~ whether the Mysore Railways ~~can~~ at present undertake to buy and put on the road a fleet of cars. Government ~~therefore direct~~ that a beginning be made in this direction by the Railway Department running motor buses on certain selected roads. The Agent, Mysore Railways is requested to submit definite proposals in the matter. Government agree ~~however,~~ that the extra rate of cess now levied on Railway competition routes should be abolished, unnecessary competition being avoided by strictly limiting the issue of permits for services on such routes. ~~Any~~ Such services allowed ~~should only~~ to supplement and not compete with the Railway services.

4. Another important recommendation of the Committee in respect of public service vehicles is that they should be compulsorily insured for third party risks. This proposal was considered by the Mahadevayya Committee and was regarded as premature. Not many accidents to public service vehicles are being now reported in Mysore Government are disposed to think that compulsory insurance which involves a pretty

heavy payment by way of premium is likely to act as a great hardship and would not be justified by present conditions. Besides there are no Motor Insurance Companies existing in Mysore Government, therefore, consider that compulsory insurance of public service motor vehicles need not be insisted on at present.

11. Tolls.

The Committee propose the continuance of toll gates for the levy of tolls on (1) bullock carts, (2) cars, lorries and other vehicles, belonging to residents in the State jurisdiction who elect not to pay a provincial road tax and (3) motor vehicles belonging to non-residents entering the State. They also propose that all toll-gates (except municipal toll gates) should be controlled by the same authority (Government) and that they should not be farmed.

(1) The abolition of toll gates is a very desirable measure and would no doubt be heartily welcomed by the entire public. It was strongly advocated by the Rajagopalachari Committee who proposed the levy of a provincial road tax instead, and the proposal was agreed to in principle by the Government in respect of motor vehicles. The Todhunter Committee on the other hand have shown that while the abolition of tolls is very desirable, the levy of a provincial road tax is fraught with exceptional difficulties in Mysore. Government therefore consider

that the proposals of the Committee to continue toll gates, ~~(however unwelcome this may be)~~ have to be accepte They also agree that it is desirable to remove multiplicity of authorities in respect of tolls and therefore, accept the Committee's proposal to vest in Government the control of all toll gates, except those belonging to a Municipality. Proposals in the matter, including those in regard to levy of tolls on bullock carts will be placed before the Representative Assembly Government consider that the rates of tolls proposed by the Committee are suitable and may be adopted.

(2) The Committee have proposed that the system of farming of toll gates should be abolished and that all toll gates should be worked by Government agency. The majority of Deputy Commissioners are against this proposal. They consider that management by Government Agency ~~is not~~ practicable nor desirable. Though ~~Government see that~~ there is some force in this view, ~~they do not desire to rule out Government management of toll gates.~~ A good many of the gates which in the opinion of ~~Government~~ Cases be managed by State agency instead of being farmed out.

III. Motor Vehicle Taxation.

The proposals of the Committee under this head are as follows:--

(i) that all vehicles should continue to pay the registration fee levied for the purpose of identification, the fee to be paid once for all.

(ii) all motor cycles and motor cars should in addition, pay a provincial vehicle tax (on the same scale and in lieu of the existing city municipal vehicle tax), and in addition either pay tolls or have the option of paying a provincial road tax by way of composition for all tolls.

This proposal is reasonable. The maximum rate of provincial road tax on motor vehicles may be as proposed by the Committee, but Government are of opinion that the actual rates to be imposed may have to be in certain cases lower than the maximum proposed.

(iii) Motor cars licensed to ply for hire should pay in lieu of vehicle tax, a tax on seating capacity at Rs. 30/- per seat and be liable to pay tolls or in lieu thereof the provincial road tax;

(iv) Motor buses plying for hire on a fixed route in a rural area will pay a tax on seating capacity at Rs. 30/- per annum and also a mileage cess of 6 pies per mile and not be liable to pay tolls. If running on special trips the mileage cess will be 9 pies. If plying for hire in an urban area the tax will be Rs. 30/- per seat per annum. These proposals appear to be - - suitable and are accepted.

(v) Motor lorries should pay a road tax based on unladen weight and varying from Rs. 120/- for lorry of which the weight is not more than 15 cwt. and is fitted with pneumatic tyres up to Rs. 900/- for a lorry of - - 5 tons fitted with solid tyres with addi-

tional

additional charge for trailers and an extra 50 per cent if used for hire purposes. Government accept these proposals as ~~being suitable.~~

IV. Railway Cess.

The Committee also make an important recommendation in respect of the collection and application of railway cess by District Boards ~~viz.~~ namely, that the accumulated railway cess funds be utilised on a programme of new road works and the collection of cess discontinued except when it is necessary to meet existing obligations The principle of using the interest on Railway cess accumulations for roads has already been accepted and has been embodied in the District Boards Regulation. The Committee's proposal is only an extension of this principle and is approved.

V. Reciprocity with Madras and Coorg.

The Committee suggest that reciprocal arrangements may be entered into with Madras and Coorg. This matter is engaging the attention of Government but further action will have to await the Committee's proposals being given effect to by ~~means of suitable~~ legislation.

The Committee's report deals with a large number of other subsidiary points which are generally acceptable and would have to be incorporated into rules. In regard to the legislation to be undertaken to give effect to the proposals of the Committee as now accepted by Government, Government are of opinion that the Motor Vehicles Regulation based, as it is, on the Indian Motor Vehicles

Act need not be amended. The proposals regarding taxation, central traffic authority, amendments of the Municipal and District Boards Regulations or may go into another Regulation.

In conclusion, Government desire to place on record their high appreciation of the work done by the Motor Transport Committee, so ably presided over by Sir Charles Todhunter and assisted by Mr. H. Rangachar, its Secretary. Mr. Rangachar has now been placed on special duty in the General and Revenue Secretariat to help Government in drafting the Bill and preparing the necessary rules.

Gen. Secy. to Govt.

The Private Secretary to His Highness the Maharaja of Mysore

The Secretaries to Government.

The Heads of Departments.

The Deputy Commissioners of Districts.

The Comptroller to Government.